

AMERICAN



RAIL-ROAD JOURNAL.

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It is a doubtless been expressed at a distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen:

WILLIAM A. DUER, Esq., President of Columbia College.
JAMES BENWICK, Professor in Columbia College.

ROBERT L. STEVENS, Esq., Engineer.

JAMES O. KING, Esq.

SAMUEL SWARTWOUT, Esq., Collector of the Port.

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* Editors who have published the Prospectus, are requested to give the above six insertions.

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, FEBRUARY 11, 1832.

REPORT UPON RAIL-ROADS, MADE TO THE ASSEMBLY OF THIS STATE.—We are indebted to Mr. Stilwell for a proof copy of the Report, which, as Chairman of the committee, he made on 30th ult. It reached us at too late a period to be embodied in this number of the Journal. We shall, however, lay it before our readers in the next, and ask their attention to it as canvassing the subject of Rail-roads in a discreet, yet liberal spirit, and as estimating justly the immense benefits likely to be derived from all well-considered and well-conducted enterprises of this sort.

It takes the ground, that as to any direct agency of the State in constructing Rail-roads, it would be inexpedient, because of the peculiarity incident to this mode of conveyance, that it can only be used with vehicles expressly provided for and adapted to it, which must belong to the proprietors of the Road; differing in this from canals, where every one may have his own boat if he chooses. The report reasons very justly, that the State could not, with any advantage or propriety, thus undertake to be the carriers for the public. But though the State should not construct Rail-roads on its own account, it is insisted that it ought, and is well able, to aid such enterprizes as are considered of sufficient promise, by subscriptions to their stock. The canal debt, it is averred, may easily be extinguished in the

course of four years more, and the state will then be deriving a large income from that source. Hence it is said no financial obstacles present themselves to the State's becoming, in the manner above suggested, a copartner in Rail-roads with the enterprising individuals who are ready to construct them.—A Rail-road through the southern tier of counties is considered as particularly entitled to the favorable regard of the Legislature. In reference to the route of such a road we find the following anecdote respecting the father of the late De Witt Clinton. It is new to us; and is interesting both in itself, and as proving an additional claim for the name of Clinton, on the gratitudo of a state, which has so much benefited as this has, by the system of internal improvements with which that name is identified.

"Gen. James Clinton, a distinguished officer in the Revolutionary War, and father of the late Governor Clinton, explored this route, (one for connecting the Hudson with the head waters of the Alleghany,) while the country was yet a wilderness, and advocated the construction of a National Appalachian Way, to unite the Hudson with the fertile regions of the West."

BALTIMORE AND OHIO RAIL-ROAD.—In the second number of this Journal we published the letter of the President of the Baltimore Rail-road Company to the Legislature of Maryland, accompanying the fifth Annual Report of that company. We now publish that Report, of which the letter in question only took a very brief notice, being rather confined to a summary of what had been done altogether since the commencement of the work.

There is one fact disclosed by this Report, which we are glad to see stated with so much confidence, viz., that at the Point of Rocks—a pass concerning the right to occupy which, a long and mutually injurious dispute has existed between this Company and the Chesapeake and Ohio Canal Company—"it is fully ascertained that there is ample space both for the Rail-road and the Canal, at a very inconsiderable additional expense." Since this Report was made, a final decision, favorable to the Canal Company, and, therefore, adverse to the claim of the Rail-road to use that pass, has been made. We trust that "a spirit of accommodation" will induce the Canal Company, as there is room enough for both, to allow the Rail-road to pass by its side at this point.

Believing that we cannot give mere interesting matter than is found in the "Fifth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Rail-road Company," we have commenced with that of the President, Philip

E. Thomas, Esq. which will be followed, as we may have space, by that of Jonathan Knight, Esq. Chief Engineer, and Caspar W. Weaver, Esq. Superintendent of Graduation and Masonry, with such others as may give additional information as to the detail of that noble work, from which a more correct idea of the construction of a Rail-road may be derived, than from almost any other work we have seen.

We have been frequently asked why the only Rail-road in successful operation in this state—the Hudson and Mohawk Rail-road, has not been more particularly referred to? to which we must reply,—want of materials. We hope, however, to be able soon to give something further upon the subject, and rely upon those who are familiar with its details, present condition and prospect, for information.

The annexed extract, taken from an Ohio paper, shows the enterprise of the inhabitants of that comparatively young state. It is, probably, the intention of its projectors to continue it on to Dayton, in the adjoining county of Montgomery, and there to connect with the Mad river and Sandusky Rail-road and the Miami Canal. The distance from Chillicothe to Lebanon is about miles, and from thence to Dayton miles.

COLUMBUS, JAN. 26, 1832.

Dear Sir: The Chillicothe and Lebanon Rail-road Bill passed the House of Representatives to-day, and I think will pass the Senate.

[This bill provides for the incorporation of a company, with a capital stock of \$1,000,000, divided into shares of 10 dollars each, which may be increased to such farther sum as the President and Directors shall deem necessary, to enable them to carry into effect its provisions into full effect; said corporation to be authorized to construct a Rail-road, not exceeding one hundred feet in width, with as many sets of tracks as they may deem expedient, from some point in the town of Chillicothe, in the county of Ross, to extend through the counties of Ross and Highland, by way of Wilmington in Clinton county, to Lebanon in the county of Warren, with all the rights, privileges and immunities usually granted to companies incorporated for similar purposes.]

We would ask attentive perusal of the communication signed *Observer*, in this number of the Journal. It is from a source which, if known, would ensure it not only an attentive perusal but also confidence in its suggestions. An error occurred in the caption—it should read "three" instead of "these grand artificial avenues." The communications upon the subject of the termination of the Hudson and Erie Rail-road, and the Rail-road to Albany, will also be read with interest.

Fifth Annual Report of the President and Directors of the Baltimore and Ohio Rail-road Company.

The President and Directors of the Baltimore and Ohio Rail-road Company, in presenting their fifth annual report, feel highly gratified in being able to congratulate the stockholders upon the increasing success, which has thus far attended the operations of the Company. The construction of the road, during the interval which has elapsed since the last annual report of the Board, has been steadily advancing with great activity; and there now remains no doubt, but that the first five divisions, extending from the city of Baltimore to the Potomac river, a distance of 67 1/2 miles, as well as the lateral road to Frederick, will be opened for travelling during the present year.

Under the authority given by the City Council of Baltimore, a line of Rail-way has also been laid from the termination of the main stem of the Road, at the Depot, near Pratt street, down that street to the Basin, whence it is now under construction to the City Block, running parallel with the entire water front of the City, communicating with all the wharves, and intersecting all the principal streets which extend northwardly and southwardly, as far down as the public property south of Jones' Falls, at which place there have been conveyed to the Company, by the Corporation of Baltimore, two squares of the ground, favorably situated for the convenient and economical transaction of an extensive commerce. An uninterrupted communication will thus, within a few weeks, be opened along the whole extent of the Road, between the Port of Baltimore, the Potomac river at the Point of Rocks, and the City of Frederick.

Upon this line a double set of tracks are nearly completed over a distance of twenty-seven miles; and a single set of tracks is also so nearly finished over the remaining forty-six miles, as to leave no doubt of its early completion. The requisite arrangements have likewise been made to secure the construction of the second track, along the whole line, to the Potomac river, during the ensuing spring.

When the work shall have been finished to the Point of Rocks, the operations of the Company, which have heretofore been interdicted beyond that place, by the injunction issued at the suit of the Chesapeake and Ohio Canal Company, must necessarily be suspended, unless a decision of the question of right should, in the mean time take place, or the Canal Company agree to compromise the dispute.—The delay which this litigation has already occasioned, is the more to be regretted, as there is no reason whatever to doubt, but that if a spirit of accommodation existed on the part of the Canal Company, sufficient room would be found, for both works along the ground in dispute, even should that Company still adhere to the idea of extending their work to Cumberland; indeed, so far as the examinations have been made by the Engineers of the two Companies, it is fully ascertained that there is ample space for both the Rail-road and the Canal at a very inconsiderable additional expense.

The very great improvements which, within a few years past, have been made in the construction of Rail-roads, and in the machinery employed upon them, have given to this system of transportation, so decided an advantage over all the other artificial means of intercommunication heretofore attempted, as to have inspired an almost universal confidence in it, both in our own country and in Europe. A Rail-way is now constructing between New-York and Philadelphia, and another across the peninsula between the Chesapeake and Delaware Bay, to connect with the steam boat travelling between Baltimore and Philadelphia: those works are fast approaching towards completion; and will, when finished, ensure an easy and rapid communication between those three great commercial emporiums, reciprocally beneficial to them all, and vastly increasing the travel and intercourse between them. By constructing a Rail-way from Baltimore to Washington, this line of communication would be extended from New-York to the Capital of the United States.

Impressed with the importance of accomplishing this last object, in which the convenience of the whole community is so deeply interested, and believing that the road so judiciously located and constructed, would afford a fair remuneration to the Stockholders, the Board have directed that during the present season the necessary examinations and surveys should be made, for the purpose of ascertaining the facilities which the intermediate country offers for a Rail-road, and the approximate expense of its construction. In this duty the Chief Engineer

of the company with an efficient force has for some time been engaged.

The Legislature of Maryland, during the last session passed an act which, among other provisions, authorized the Baltimore and Washington Turnpike Road Company to subscribe \$100,000 to the stock of the proposed road to Washington, and reserving to the state the right to subscribe for five-eighths of the cost of the road, from its intersection with the Baltimore and Ohio Rail-road to the line of the District of Columbia, amounting, perhaps, to a moiety of the whole proposed expenditure.

The Directors being desirous of procuring their steam machinery, as far as practicable, of American workmanship, and anxious to direct the mechanical genius of this country to its further improvement, offered a premium for the best constructed Locomotive Engine, which should be placed upon the road on or before the 1st of June, 1831, limiting the performance to a certain rate of speed and power of traction. Only one engine has yet been offered, which, on trial, appeared to be adapted to the structure of the road—this engine it is believed, taking into consideration its weight, is, in point of efficiency, nearly if not quite equal to any locomotive yet tried.

From the experiments which the Board have been enabled to make with it, they have fully ascertained that steam power may be used, on the Baltimore and Ohio Rail-road, at a rate of speed and economy of cost, which will fully realize the most sanguine anticipations of the company; arrangements are accordingly now in train to procure a sufficient number of Locomotive Engines of a weight and construction suitable for the travel and transportation on the road. These, it is expected, will be in readiness by the time the two sets of tracks shall be completed to the Potomac river, and until then the transportation on the western divisions of the road will be effected by horse power.

The graduation of the inclined planes at Parr Ridge is nearly finished, and they will very soon be in readiness to receive the Rails. It is contemplated to place the necessary stationary engines with their appropriate fixtures there, as early as possible, and in the mean time horse power will be employed in passing them.

Considerable progress has been made in the improvements of several of the depots of the company by the construction of substantial and appropriate buildings, and other requisite accommodations, adapted to the commerce of the road; and from the warehouses of the company upon Camden street, a Rail-way will be laid up that street for the convenience of the return trade. These arrangements will, it is believed, secure to the public in the use of the road, every necessary facility and convenience.

As it was early foreseen that a very considerable commerce would be attracted to the city of Frederick, when the road should be completed to that place, the interests, both of the public and of this company, required that a sufficient extent of ground should be procured, and the improvements necessary for the operations of the Company erected there. The municipal authorities of that city with a liberality not less honorable to themselves than gratifying to this Board, generously offered to convey to this Company, free of cost, six acres of land, immediately adjoining to that city for a Depot: several of the citizens of Frederick also offered to obtain, without any charge to this Company, the right of way for the lateral road leading from the main stem to this Depot—these valuable grants were accepted by the Board, and the necessary conveyances have been duly executed.

The Depot at Frederick is so situated as to secure from it, an easy communication by lateral Rail-ways into all parts of that city; the Company will therefore be enabled to receive produce or deliver freight upon any street where the inhabitants may extend the Rail-way, and open suitable warehouses for the accommodation of the trade.

The system organized for the regulation of the business of the Company, and for the government of its agents, has, in its operation, been found to be efficient and practical, clearly defining the duties of the several officers and maintaining a strict responsibility in every department. It is also with sincere satisfaction, the Board can inform the Stockholders that notwithstanding the complicated operations of the Company, requiring numerous agents, whose duties rendered it necessary they should be dispersed over an extensive district of country, the utmost harmony and fidelity, with the exception of a single instance referred to in the accompanying documents, have pervaded all the departments; and a most laudable disposition has every where been manifested by the officers and agents employed, zealously to co-

operate in the advancement of the work, and in reciprocally giving to each other a cordial and efficient aid and support in the discharge of their several duties. This disposition has greatly facilitated the operations of the company, and very much abated the labors of the Board.

Upon reference to the report of the Chief Engineer of the Company, and to the reports of the Superintendent of graduation and masonry, and of the Superintendent of construction, which are hereto annexed, the Stockholders will find a minute and circumstantial exhibit of all the operations of the Company, in relation to the location and construction of the road, subsequent to the time of the last annual report, down to this date, as well as of several highly valuable improvements which have, within the same period, been made in the machinery and moving power employed upon it. By these reports it appears that the actual cost of graduation and masonry upon the 71 miles between Baltimore and the Point of Rocks, including the lateral road to Frederick, will not exceed \$1,101,615 or \$15,500 per mile;* and that the cost of a double set of tracks upon the main stem of the road, and of a single set on the lateral road to Frederick will not exceed \$805,238 or \$11,628 per mile of road with a double set of tracks, thus making the total cost of graduating the entire line of these portions of the road and of laying the rails upon them \$1,906,853 or \$27,128 per mile. About one-third of this line will be laid with stone Rails, and the remaining two-thirds with wood.

In this charge is included the heavy expenditures incurred on the first division of the road. According to the report of the Superintendent of graduation and masonry, herein before referred to, it appears that the graduation and masonry of the 2d, 3d, 4th and 5th divisions of the road embracing the entire line between Ellicott's Mills and the Potomac river, and extending over a distance of 54 1/2 miles, will cost \$465,443 or \$8,540 per mile; if to this be added 11,628, the average cost of laying a double set of tracks, on the entire line between Baltimore and the Point of Rocks, the actual cost of graduation, masonry and laying a double track of rails on the road between Ellicott's Mills and the Potomac, will be 20,168 per mile, and this district, it is believed, may be assumed as affording a fair specimen of the labor and expense which will be incurred on the remaining line of the road from the Point of Rocks to the coal mines in Allegany county.

The entire line of the road, from the Depot of the Company, near the intersection of Pratt street and the Washington road, at Baltimore, to the Point of Rocks is 67 1/2 miles, to which is to be added for the distance thence to the eastern termination of the Rail-way at the City Block 2 miles, and for the Branch road to Frederick 3 1/2 miles, making the whole distance finished and under construction 73 miles. The excavation, embankment and masonry upon nearly 46 1/2 miles of which have been completed within the last twelve months; and upon which there has also been laid 45 1/2 miles of single tracks of Rails within the same time.

In deciding upon the materials of which the Rails should be formed, the Board have continued to pursue the determination adopted soon after the commencement of the undertaking, which was in all cases where stone Rails could be procured, to use them, and in those districts where stone of a suitable kind could not be obtained, to use wood of the best and most durable quality the country afforded.—Throughout the district intermediate to the Patapsco and Potomac at the Point of Rocks, no stone of a quality suitable for Rails has been discovered, and consequently upon this district wooden rails have, of necessity, been substituted. For the same reason a wooden viaduct, supported by substantial stone piers and abutments, has been constructed across the Monocacy river.

Although the first track on the 2d division of the road was completed several months since, yet as both tracks on this section will be of stone, and the second one had not yet been finished, it was found that the running of passenger cars upon this part of the road greatly interrupted the work, and would considerably retard its completion; the general travelling has, therefore, not been extended beyond the first division of the road, a distance of 13 miles.

Upon reference to the report of the Superintendent of Transportation, hereto annexed, it will be seen that 81,905 passengers have passed on this division since 1st Jan. last, and that within the same period 5931 tons have been transported upon it, yielding an income of \$31,406 24,000 and involving an expenditure of \$10,994 87,000.

With the foregoing results before them, the Board

have no hesitation in assuring the Stockholders of their entire confidence, that when the legal obstructions, which now arrest the progress of the work, shall have been removed, the remaining distance of the road, between the Point of Rocks and Cumberland may be completed, with a double set of tracks, within three years; and they are fully confirmed in the opinions heretofore expressed, "that a Rail-road upon the plan contemplated by the citizens of Baltimore, between that city and the Ohio river, is easily practicable; that its powers and facilities will be found to be equal to all the anticipations that were formed of its capabilities, when the work was first commenced, and that the most sanguine calculations of its importance and utility, whether the object be regarded with reference to its national and local advantages, or its profits to the Stockholders, will be realized."

PHILIP E. THOMAS, President.

October 1, 1831.

* Upon reference to the annexed report of the Superintendent of graduation and masonry, a detailed statement of the separate cost for graduation and masonry upon the several divisions of the road, intermediate to the city of Baltimore and Potomac river, as well as of the lateral road to Frederick, will be found.

By this report, it appears that the graduation and masonry upon the first division of the road, embracing 13 miles, and extending from the city of Baltimore to Ellicott's Mills, has cost 46,354 56-100 per mile, whilst the graduation and masonry upon the other four divisions, embracing 54 1-2 miles, and extending from Ellicott's Mills to the Potomac, will cost only 8,532 16-100 per mile.

That the graduation of 12 3-4 miles of the road near to Baltimore has cost as much as the graduation of the remaining 55 3-4 miles will cost.

That the masonry on 8 3-4 miles of the road near to Baltimore, has cost as much as the masonry on the remaining 55 3-4 miles will cost.

And that the graduation and masonry together, has cost on the first eleven miles of the road 33,000 dollars more than it will cost on the remaining 56 1-2 miles.

A brief comparative view of the commercial advantages of these grand artificial avenues, completed or in progress of construction between the Atlantic and Western waters.

The State of New York enjoys, in the Erie canal, the only uninterrupted canal navigation between the tide of the Atlantic and Lake Erie, and from surveys that have as yet been made, there is no prospect of a continuous second canal, that can successfully rival this, in the trade of Lake Erie. The spirit of the age does not, however, permit us to say, the Erie canal has no prominent competitor for the western trade. When this noble improvement, the just pride of New-York, was completed, the subject of Rail-roads, as a means of effecting easy communication suitable for extensive lines, was but little understood and less heeded as a competitor with canals. Subsequent improvements in the construction of Rail-roads and locomotive steam engines have not only demonstrated their superiority for the conveyance of passengers and goods requiring celerity, but that in many instances they successfully compete with canals, in the transportation of freight, without reference to speed. It is not my intention to enter into a general investigation of the comparative merits of Rail-roads and Canals. They have their respective advantages, and a preference can only be determined in view of the local circumstances which will be very various. In my view of the subject, the State of New York has no cause to regret the construction of her canals, or to fear (in reference to the Erie canal) the influence of any Rail-road that may be constructed on its borders. If this canal is maintained in a good state of repair, and the dimensions on which it was constructed fully preserved, the transportation of goods not requiring particular celerity, will be effected at less expense than can be done on a Rail-road on its margin. This is the result of the latest comparisons which have been made in England, of which we have any authentic accounts, taken in comparison with the circumstances of the two countries. As before observed, I do not

intend at this time to enter into any particulars in reference to this comparison; my object being mainly to call attention to a view of some of the prominent comparative advantages, between the Erie canal and the great avenues that are now subsisting between the Atlantic and the western states, and which must have an important influence on the cities of New York, Philadelphia and Baltimore. The first communication south of the Erie canal is by the Rail-roads and canals of Pennsylvania, extending from Philadelphia to Pittsburgh in that State, estimated to be 320 miles in length, of which 120 miles is Rail-road. The Rail-road being in two different sections three transhipments will be necessary between Philadelphia and Pittsburgh.—The Portage summit Rail-road which crosses the Allegany ridge is 40 miles in length, and has to overcome an elevation of about 2400 feet. On this Rail-road several (probably not less than ten or twelve) inclined planes with machinery, must be worked by stationary power, which will increase the cost, and produce delay in the transportation of passengers and goods. The Columbia and Philadelphia Rail-road, which is one of the links in this communication, I believe has no stationary machines; consequently all the expedition that may be contemplated from Rail-roads may be expected from this part of the work. The canals that form a part of this route have much more lockage than the Erie canal. The route from Philadelphia to Pittsburgh is probably 45 miles shorter than that from Albany (near the head of tide navigation on the Hudson) to Buffalo on Lake Erie. The route by the Erie canal is not completed when we reach Albany; but we have arrived at tide navigation, which affords the means of a cheap and expeditious transportation to New York, the commercial centre for this district. In view of all the circumstances connected with the route from New York to Lake Erie, by way of the Erie Canal, and that from Philadelphia to Pittsburgh by way of the canals and Rail-roads of Pennsylvania, it appears fair to conclude there can be no essential difference in the time or expense of transportation between the route from New York to Lake Erie, and that from Philadelphia to Pittsburgh. If, then, no improvement is made between Lake Erie and Pittsburgh, or if the two points are connected by a uniform channel of communication, it follows that New York and Philadelphia will possess equal advantages in facility of intercourse and transportation, for the trade of the country between Pittsburgh and Lake Erie.

The most southern of the three grand avenues under consideration, is the Baltimore and Ohio Rail-road. This improvement is less advanced towards completion, than that through Pennsylvania. The city of Baltimore is deeply interested in its successful accomplishment, and if we may judge from the bold and enlightened enterprise with which this work has hitherto been prosecuted by the company incorporated for its construction, there can be little doubt the city and the country will in a few years reap the rich reward that awaits its entire completion.—We may, therefore, for all the purposes of comparison, consider this work as completed. The location of the western section is not yet established. It appears probable, however, that it will terminate on the Ohio river, at or near the town of Wheeling, and that its length will be about 300 miles. The distance will be from twenty to thirty miles in favor of this route, to the Ohio river, over that through Pennsylvania. It is intended to use Locomotive Steam Engines, generally, on this road; but its curvatures, and the inclinations of its graduation will not allow the most advantageous use of this power. Between Baltimore and the Point of Rocks, on the Potomac, there are inclined planes to be worked by stationary power, and in passing the Alleghany ridge several more will undoubtedly be required.—It is settled question, that the maximum advantages of a Rail-road will be obtained on a level graduation, or a slight inclination, uniformly descending with the greatest trade. The character of the trade will determine which is preferable. These circumstances are mentioned to give a general view of the facilities that may be expected from this improvement. This route will avoid the transhipments, and have less length to the Ohio, than that from Philadelphia; but the latter will have a large proportion of Canal navigation, which, in the conveyance of heavy freight, will, I believe, have an advantage over a Rail-road of the character of that under consideration. In the conveyance of passengers and goods requiring celerity, there can be no doubt of the superior advantages of the route from Baltimore. This advantage will lead a large amount of heavy freight to Baltimore, which would go to

Philadelphia, if it only sought the cheapest channel of conveyance. The merchant who resides several hundred miles from the markets where he may procure his goods, will look at the convenience, expense and time required to make the journey, and the expectation, as well as the economy, of transporting his goods; and if one route offers not only a more rapid and easy conveyance for himself, but also the facility of taking with him his light and most valuable goods, there will be an inducement to give it the preference for his whole trade. On the whole, the Rail-road will probably have the advantage, as a general communication between the Atlantic and the Ohio, over the Pennsylvania improvement. Striking the Ohio at a lower point, and nearer the Ohio Canals, with the advantage of being open throughout the year, it will be a more formidable competitor with the Erie Canal, for the trade of the country between Lake Erie and the Ohio. It is therefore apparent, the great line of Equilibrium that will be suspended between the advantages of the respective routes, at the point opposite the termination of the Baltimore and Ohio Rail-road, will have a deflection towards Lake Erie. This line, from which the trade will diverge to opposite directions, will be carried westward still farther in the competition between the Erie canal and Mississippi. At some future day, a communication will doubtless be made by way of the James River and Great Kanawha in Virginia. This route has great geographical advantages, and only awaits an enterprising people to be improved.

It will not escape the most superficial observer, the competition for trade, which is carried forward by the capital and enterprise of the Atlantic States, while the great commercial cities will be enriched, will confer incalculable benefits on the citizens of the Western States.

The following questions very naturally arise—Has New York finished her work? Is there nothing more that she can do to throw the dividing line farther south and west? Has she the means of availing herself of any advantages that may be found unoccupied? It is very clear that New York has the means of extending the facilities of communication, in the vicinity of her great thoroughfare: not by filling up her Canal and substituting a Rail-road, as has sometimes been absurdly proposed; but by constructing a Rail-road as an auxiliary to the canal. Those physical features of country that gave to New York the opportunity of constructing a continuous canal, with very moderate elevation, will give her great superiority in the construction and utility of a Rail-road. It is often mentioned as a point of superiority claimed for Rail-roads over Canals, that the former are applicable to uneven or mountainous districts, while the latter are confined to comparatively level routes. This is no doubt true; but it should not be forgotten that, a Rail-road over a level district is very superior to one over a mountainous district; and hence the superiority of a Rail-road from Albany on the Hudson to Buffalo on Lake Erie, over any that may be constructed across the Alleghany range of mountains. With the exception of two inclined planes on the route between Albany and Schenectady, the entire line may be effected without a resort to stationary power, or encountering in any instance an elevation of more than twelve feet in the mile; and probably this angle of graduation will only occur in two or three instances. A very moderate degree of curvature may be maintained, where changing in the direction will be required, and a large proportion of the course, without heavy expenditure, may be made in straight lines. We have therefore, in the directness of the line and the small amount of elevation, a route presenting peculiar advantages for the expeditious and economical application of locomotive steam-power. By affording ease and celerity in the conveyance of passengers, and such goods as require despatch, it would carry the dividing line of advantages, that must otherwise separate the districts trading with New-York on the one hand, and Philadelphia, Baltimore and New-Orleans on the other, farther west, and consequently, increase the importance of the thoroughfare, already established through the state, and greatly enlarge the trade of its commercial emporium. Such a work would be a powerful auxiliary to the Erie Canal in securing to New-York the trade of an extensive, a rich, and growing country. With a canal well adapted to the most economical transportation of heavy freight, and a Rail-road possessing peculiar advantages for the conveyance of passengers and light goods, who will venture to predict the importance of this grand thoroughfare through the heart of the state? Will the intelligent enterprise of New-York, which so nobly put forward the example of internal improve-

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ment, leave this important work to slumber? I leave her citizens to answer. Her reputation and interest are in their keeping, and I trust they will neither be forgotten nor disregarded. OBSERVER.

[FOR THE RAIL-ROAD JOURNAL.]

Mr. Editor: The Rail-road from New York to Albany, is at present occupying so large a share of public attention, and is so particularly interesting to the city of New York, that perhaps the following remarks upon that important enterprise, may be acceptable to your readers. It is evident that the value of the stock in this road will be materially affected by its location; for it would seem too plain to need an argument, that a Rail-road running along the margin of the Hudson, where it must sustain a competition with perhaps the best water communication in the world, would be less productive than one constructed upon a far more feasible route in the interior, where its presence would create business for its support. This inland route commences at the termination of the Harlem Rail-road; and following the valley of the Croton, passes through a productive country, admirably adapted to the construction of a Rail-road, to Sharon, 100 miles from New York. Here the line meets the Taghcoonic mountain range, which stretching away to the north, forms the lofty boundary between the States of Massachusetts and New York. On the eastern side of this mountain wall lies the rich and beautiful valley of the Housatonic; and on the western, the tract between the base of the hills and the Hudson river, about twenty miles in width, is occupied by the counties of Columbia and Rensselaer. From Sharon, two routes are proposed; one taking the western base of the Taghcoonic, passes through the counties of Columbia and Rensselaer; and the other, bending slightly to the eastward, follows up the valley of the Housatonic, and again crossing into New York at West Stockbridge, unites with the western road about 20 miles from Albany. No obstacle is supposed to exist to the location of a Rail-road upon either of these routes; and the difference in distance is very trifling: indeed, as computed by the present roads, I believe it is equal. Upon the eastern route, from New York to West Stockbridge, a distance of about 130 miles, not a stationary engine is required; and the gradual descent towards New York, is well calculated to accommodate the heavy trade in iron, marble and lime, which would be carried on from Berkshire. From West Stockbridge to the point where the two routes again unite in their approach to Albany, the country is favorable for the construction of a Rail-road; and from thence, the advantages, whatever they may be, must of course be met, whether the road is constructed upon the western or eastern side of the Taghcoonic. When, however, we take into consideration the amount of tonnage which these two routes would respectively supply, it will at once be seen that the eastern is, in this respect, immeasurably superior to the other. The country upon the western side is purely an agricultural district. The most fertile section of it lies almost upon the margin of the Hudson river. The consequence of its vicinity to that noble stream, is that it is already in a state of cultivation, and a Rail-road would have little tendency to increase its productiveness; for even if transportation upon the Rail-road should be as cheap as upon the river, the inhabitants would have no greater inducement than they now have, to increase the amount of their crops. The want of suitable water power precludes the idea of manufacturing establishments, and we cannot escape the conclusion that the constructing of a Rail-road so near the Hudson would only have the effect to divide the present business, between it and the river craft, at least during the season in which the navigation is uninterrupted by ice.

But with a Rail-road through the Housatonic, or as it is frequently called, the Berkshire valley, the case would be totally different. This valley is to the full as productive of the various fruits of agriculture as the neighboring counties of New York; its fertility is remarked by every traveller who passes through it; and being separated from the markets on the Hudson by a barrier impassable except at certain points, the consequence is that even its agricultural resources are not fully developed. If a Rail-road were established here, there would be no such thing as a division of tonnage with the river; every ton of exports or imports of Berkshire would pass upon it

to or from New York and Albany. It is not unreasonable then to conclude that as far as the productions of the soil alone are concerned, the county of Berkshire would afford as liberal a support to the road as Columbia and Rensselaer. But the productions of agriculture bear no comparison in amount of tonnage to that which is drawn from the other resources of this district. It is rich almost beyond parallel, in marble, lime, iron; in the abundance and excellence of its water power, sufficient for the most extensive manufacturing operations. A committee appointed for ascertaining the tonnage of Berkshire, stated at the meeting which was held in Amenia, that 40,000 tons was the annual amount of exports and imports, for which the average price was paid of \$5 per ton. The estimate which was made of the number of passengers the writer of this is unacquainted with. Great as is this amount, and paying as this country does for transportation now, a sum nearly equal to seven per cent, upon the supposed cost of the whole road from New York to Albany, it is easily shown that a Rail-road would immediately increase the amount of business, so that the revenue would not be diminished by the reduction in the price of freight. The beds of iron ore are but partially wrought, in consequence of their distance from water communication. Numerous water powers are yet unoccupied. Of the almost countless varieties of marble, but one can be advantageously quarried, for the same reason; and although lime, equal in quality to the best which is procured from Rhode Island, can be manufactured at a cost of eight cents per bushel, and in quantities to supply any demand, however extensive, yet, under existing circumstances, not a bushel can be sold in any foreign market for a price which will more than cover the cost of transportation.

The marble of Berkshire, and particularly that of West Stockbridge, cannot be surpassed by any in the United States, either in the beauty of its colors, the solidity, and fineness of its texture, or in the great extent of the quarries where it is obtained.—The elegance of its appearance, and low price at which it could be sold with the assistance of a Rail-way, would inevitably open for it a ready and extensive sale. In addition to these facts, if we reflect that the working of the quarries, and ore beds, the burning of lime, the various operations which are performed upon the marble after being quarried, before it is fitted for market, and the various other manufacturing establishments, all require a large population, whose wants must be supplied from the cities on the Hudson, it would seem that nothing further is needed to demonstrate the policy of constructing the road upon the eastern route. If any thing further is necessary, there are other important reasons which can be produced. C.

To the Editor of the New-York American:

Sir.—An editorial article in your paper of the 27th ult. under the title "Rail-road from the City of New-York to Lake Erie," has given rise to a train of reflections in my mind, which I will here submit to you for publication, should you think them deserving of such notice.

We may, I think, look upon it as a conceded point, that a communication by Rail-way between this city and Lake Erie, would not only prove highly advantageous, but has in fact become absolutely essential to its internal and future prosperity. That which the Grand Canal has effected for the district through which it passes, is now to be extended to the southern tier of counties in our state. The benefit of speedy, regular, direct, and cheap access to market, is to bring into cultivation that neglected but not undeserving portion of the commonwealth, and the city of New-York as part of the same state, is the proper emporium into which its productions should be discharged, and through which its wants are to be supplied.

However happily situated this port may be in every respect, we must be aware that those whom she has surpassed in the contest for wealth and commercial superiority will not quietly bow to her supremacy, but will from time to time make sudden and strenuous efforts to recover their lost advantages and that every attempt to divert the general trade into their particular channels, must be counteracted on her part, by putting into requisition all her natural advantages, and every resource of mechanical ingenuity or enlightened enterprise. At the same time caution and circumspection will be required, in militating against her former antagonists new

rivals be not raised up quite as formidable and not as easily reduced.

Canada has made a powerful movement in the construction of the Wellard canal, through which much of the produce of our state, Pennsylvania, Ohio, and the Lakes, will pass to Montreal.

The great system of internal improvement undertaken by Pennsylvania in her Canals and other public works, was not only incited by our example, but avowedly intended to counteract much of the effect of our exertions; and the laudable spirit of the Baltimoreans, displayed in the stupendous construction of the Baltimore and Ohio Rail-way, gives every New-Yorker a second twinge of jealousy, in seeing a work scarcely inferior in magnitude and costliness to the Erie Canal undertaken and persevered in by a single city of barely 80,000 inhabitants. It has always appeared to me, that the embarking in the construction of the Ithica and Owego Rail-road, was an ill-judged step, as far as the interests of New-York are concerned, unless the ulterior object was had in view, of its continuation from Owego to the Hudson; since, as an independent work, its direct consequence would be the draining off from the Erie Canal down the Susquehanna to Baltimore and Philadelphia, of a great proportion of the trade of this region; and to make this more certain and effectual, it is announced to us in the Owego Gazette, (and copied into your paper) "that the inhabitants of that village and places upon the river" Susquehanna "are about to establish steamboats to ply between Owego and the Pennsylvania canal." The capital of New York borrowed and lent with great magnanimity to facilitate the diversion of its trade to Philadelphia and Baltimore!! But it is not to be thought that measures will not be taken to rectify this mistake, (if it be such,) and to turn it to advantage; the obvious mode of so doing being its continuation to the great bend of the Susquehanna, and thence to some point on the Hudson. Where that point should be located is of more consequence to your city and the state at large, than many may have, as yet, imagined.

Three places in this view have attracted public attention, viz: Newburgh, Nyack, and Hoboken, or some point opposite the city.

In the article first above referred to, the preference seems without much ceremony to be awarded to Nyack, and for two reasons: first, because "at that point, about the Tappan Sea, the Hudson is never, or so rarely that we may say never, frozen, and that steamboats and other craft can ply between it and the city at all times of the year, winter and summer; secondly," (and I will interpolate *chiefly*) "that inasmuch as the Legislature of New Jersey," (with admirable sagacity,) "have it is believed authorized the construction of a Rail-road from Paterson to the northern line of that State, the Erie road might there be made to connect with it, and thus, by means of the Paterson Rail-road, make a continuous chain down to Hoboken, opposite to the city."

Now, Sir, as to the first argument, the fact that the Hudson is never, or so seldom that we may say never, frozen about the Tappan Sea, is the very circumstance that would make communication with New York impracticable, or very hazardous and uncertain. If the Tappan Sea did uniformly freeze over so as to afford a safe passage on the ice, as is the case with the river higher up, then an uninterrupted communication might be kept up with our city by means of the contemplated Rail-road on the eastern margin of the North River; but as it does not freeze so as to be safely traversable on the ice, and from the great breadth of the river in that part, the floating cakes of ice driven to the western shore by prevailing winds, and the extensive flats, (three quarters of a mile at Nyack,) the intercourse with New York during the winter would be liable to continual interruption. Whereas, on the other hand, at Newburgh, the ice for a considerable portion of the winter affords a permanent bridge for passengers and every species of transportation. In truth, there has not been a single day during the present season (unusually severe in December and mild in January) when the intercourse with the opposite shore has been impeded. And if it were an object, a very inconsiderable expenditure would insure a constant communication with the Fishkill side and so down actually into the city of New York, by means of the above mentioned Rail-way, on the eastern shore of the Hudson. How far the Tappan Sea has this season justified the assertion, that it is never frozen, I leave to those concerned to substantiate, but may be permitted to insinuate that the communication has been notoriously interrupted, if not completely suspended.

Secondly, as to the other reason urged, viz: its being continued to Hoboken, by means of the Paterson Rail-way, many speak of this as being equivalent to carrying the road into the city, and hence the

caption of your article "Rail-road from the city of New York to Lake Erie." Sir, it would require too expensive a viaduct to carry the Rail-way from Hoboken to New-York, and I fear the North River would not submit to be either bridged or tunnelled for your special accommodation. Between these two places there is a great gulph fixed, over which none can pass without paying a certain commutation in the shape of ferrage to the worldly-minded Charons who claim and exercise that franchise.

Let the truth of the case be calmly confronted and scrutinized: if the great Western Rail-road goes to Hoboken, it terminates at Hoboken!!!

This is, no doubt, a consummation devoutly to be wished by those interested in property on the Jersey shore, and it is a fair and legitimate pursuit for men so circumstanced; but why it should be particularly coveted by those who glory in the prosperity and splendor of our metropolis, and whose interests are involved in her increase and welfare, I am at a loss to discover. This objection may be slighted as unfounded, and out of the sphere of probability; but, thinking it worthy of dispassionate investigation, I will state the grounds upon which my opinion is framed.

The same natural advantages for a commercial station are found on the New-Jersey shore as at New-York; Jersey City and Hoboken enjoy the same harbor, the same depth of water, the same easy communication with the ocean, and the same elements of prosperity are at their disposal. Soon our claim of jurisdiction over the waters of the Hudson, on the west side, will become the subject of judicial investigation; and if the United States' Supreme Court should decide that our right extends but *ad flum aquae*, that shore will be disenthralled from the subjection under which we have held it hitherto, and will not hesitate to cope with us in every possible means of aggrandizement.

Do not imagine that there is any magical influence in the wharves or warehouses of your city. Capital shifts as instantaneously as the electric fluid, and upon that alone depends the rise of cities and towns. It may easily be made an object to capitalists to speculate in the unimproved lots of a promising location. Equal accommodations can be afforded at a lower rate to shipping on the Jersey shore, and the unavoidable shifting from the Rail-road cars to boats, with the charges of ferrage and freight to the city, will in itself be a sufficient motive for shipping and unshipping, immediately from the wharf at Hoboken, without the unnecessary expense, trouble, and time, of being towed over to New-York, besides avoiding the paying of double wharfage and storage, and an intermediate charge for commission.

And when we consider that the trade to be carried to this point is not barely the trade of New-Jersey, part of Pennsylvania and Orange county, nor the additional transportation of the coal region, but the entire trade of the western part of our own State, Michigan and the great lakes, we may well pause and reflect whether our exertions and capital would be wisely employed in building up a great *rival city* to swallow up the whole of that commerce which, by an equally (to say the least) favorable route, may be brought into, and secured to, New-York, without fear of competition.

Especially would I recommend the consideration of this view of the subject to persons interested in the extension and building up of the city over the still vacant space at, and towards, the northern extremity of the island. The sale of every single lot on the opposite shore would, of course, throw out of the market another lot on York Island; whereas the trade being on the Hudson in summer, and along the eastern shore in winter, the upper part of the city would have a marked advantage, and preference in the way of business. By this location of the great Western Rail-way, the route would likewise fall more entirely within our-own State, and supposing that a Rail-way from Albany to New York is required, and will be constructed, the proposed Erie road will be greatly shortened, by terminating at Newburgh, and consequently will require a much smaller capital. These observations may be construed as arising from very contracted, selfish and sectional feelings; but if our views are such, pray what are those of the opposite side? And I insist that the interests I advocate, are as yet the interests of the majority. Pray recollect that the gauntlet was first thrown by giving the preference to one of the proposed routes over all others: it thus became a proper subject for animadversion, and it will undoubtedly prove a public good, if there be a choice, that the claims on every side should be strictly canvassed before judgment is pronounced.

MOHAWK AND HUDSON RAIL-ROAD.—The following report was received a few days ago in the Assembly, agreeably to a resolution of the house. 1. That it appears by the books of the treasurer of said company, that the sum of \$483,215 46 has been actually paid and disbursed in the construction of said Rail-road up to the present date;

2. That from the estimates of the engineers of said company, and from an examination recently made of the contracts not yet completed, it appears that to complete a double Rail-road within the limits prescribed by the act incorporating the Mohawk and Hudson Rail-road company, with the necessary machinery, carriages, and appurtenances, will require the expenditure of the additional sum of \$156,693 87.

3. That the precise route of the Branch Rail-road contemplated by the said company, has not yet been determined upon, nor accurate examination made of the ground; the undersigned are therefore unable to state with any certainty what the expense of constructing the Branch Rail-road will amount to, but they are inclined to believe that it will not vary materially from the sum of \$100,000, being the amount the said company has (in the joint application made with the Albany and Schenectady turnpike company to the legislature of the state,) prayed may be added to its capital stock for the express purpose of making said branch.

The undersigned beg leave respectfully to add that until the Rail-road be completed, the details of the items on which the expenditures above recited, have accrued, are necessarily kept in the offices of the engineers of the company in the cities of Albany and Schenectady; they have, therefore, judged it to be more respectful to the honorable House over whose deliberations you preside, to communicate forthwith the information immediately within their reach, complying as it fully does with the terms of the resolution, than to delay for the purpose of presenting their report in a detailed form, specifying the exact objects to which the expenditures have been directed. They beg leave, however, to tender on behalf of the Board of Directors of the Mohawk and Hudson Rail-road Company any additional information their archives may contain, and this not as a matter of mere duty, but in the belief that the experience of this company may be of value in the investigation of the many projects of similar character, now pending before the Legislature.

STEPHEN VAN RENSSELAER, President.
JAMES RENWICK, Secretary.

To the Speaker of the Assembly.

[From the Buffalo Journal.]

OHIO RAIL-ROAD.—Since our brief notice of the granting of the charter for the Mad River and Lake Erie Rail-road, we have received a copy of the act of incorporation. The following section will show the point of the route specified in the act, and a reference to the state map will show at a glance, the general importance of the proposed undertaking;

"Sec. 13. That the said corporation shall be, and they are hereby, vested with the right to construct a double or single Rail-road or Way, from some point in the town of Dayton, in the county of Montgomery; thence to Springfield, in the county of Clark; thence to Urbana, in the county of Champaign; thence to Bellefontaine, in the county of Logan; thence to or near Upper Sandusky, in the county of Crawford; thence to or near Tiffin, in the county of Seneca; thence to or near Lower Sandusky, in the county of Sandusky; and thence to the town of Sandusky, in the county of Huron; making such other intermediate points as may hereafter be found necessary; and also to construct branches to the seat of justice of any county through which the road may be located, to transport, take and carry property and persons upon the same, by the power and force of steam, animals, or of any mechanical or other power, or of any combination of them, which the said corporation may choose to employ."

The facilities for constructing this road we learn are such as seldom if ever could be equalled; and we believe that it is contemplated to erect portions of the work upon a plan something novel. Through much of the route the soil is of unusual depth, and when saturated with water might yield beneath a stone foundation. Rows of piles, of the trunk of the Honey Locust, charred upon the surface, we learn it is proposed to substitute for stone, and such, deeply driven, would doubtless overcome the objection to stone, and we should think materially reduce the price—while the durability of the work would scarcely be diminished.

That the Road will be made, and that speedily, there is no room to doubt; and it must prove one of

the most important works of its magnitude, in the Union. It will form, as it were, a door for us, through a hitherto impassable barrier, to one of the finest and most prosperous regions of the world. In proof of it, look at Cincinnati. What has made that city? "Forty-three years since," says a paper now before us, "the site upon which Cincinnati now stands, was first surveyed." The 640 acres of ground included within it, were then bought for forty-nine dollars—it was wilderness! Now the city contains 30,000 inhabitants, and some of the lands within it are selling for thirty dollars an inch! Such then, are some of the results of local advantages in the regions opened to us by the road in question, and such business communication be carried on with such a region without mutual advantage to all the parties?

[From the Ohio State Journal and Gazette of Jan. 11.]

"At a time when so much is said, as to the relative merits of Rail-roads and Canals, as channels of general commerce, and when the public are so deeply interested in ascertaining the truth," in relation to this, to us, of Ohio, all important subject, it may be well for us to listen to the real and naked truth, as exhibited in the most undeniable facts, rather than the luebrations of men, however respectable, who are rather disposed to shut their eyes on those truths, and to give us partial statements and not the whole truth.

We live in a period of our history, that never had and perhaps, after a short period, never may again have its parallel. Capital is abundant, and the holders are willing to invest it in public improvements, where they can be made to appear to be very probably profitable.

The writer of this had it in his power, by exhibiting his calculations and facts, which he had collected on Rail-roads, several years ago, to have thrown the apple of discord, into the ranks of the Canal party. But it would have endangered the question of Internal Improvement in our State, and perhaps thrown us back half a century, from the ground we now occupy, with such flattering prospects. He therefore restrained under the fullest conviction, that there would be ample scope for Rail-roads, when the Canals are completed; not only to open channels of commerce, where, by Canals, they cannot, but to pour in volumes of transportation into these great arteries of commerce, which the State of Ohio, in her enlightened policy, has opened at so much expense.

We are little concerned to know the cost of the Baltimore, the Pennsylvania or the Massachusetts Rail-ways, and still less, those of England. For we have no mountains to remove, nor to perforate. A section of the country, Northwest of the Ohio, from Northeast to Southwest, would be nearly horizontal; and, from the Ohio, to the summit, towards Lake Erie, would not exceed six, or seven feet of slope, per mile—a slope that could scarcely be discerned by the eye, and which would require no more additional power to ascend it, than the product of the height ascended into the weight, divided by the distance—(e. i.) 2240 lbs. (a ton) multiplied into six feet, and divided by 5380 (a mile) 2 lb. 6.11. Rule, as the length of the plain is to the height, so is the weight to the power required to roll it up. Whatever power then may be necessary, on a level, to roll cast iron wheels, on a firm unyielding cast iron track, it will only require, on a slope of six feet per mile, an additional force of 2 6.11 lbs. Numerous experiments, in Europe, have proved that a common horse will draw from fifteen to twenty tons, on a level Rail-road, and move at the rate of three miles per hour, (vids. Wood, et al.) the Pennsylvania Report (2) to the contrary notwithstanding. This extraordinary report exhibits the horses, to be seen drawing four times as much on the Rail-road, as on a common road and 2 1/4 times faster, (which is equal to nine times better, and four times better than the turnpike.) Yet it is well known, that on our common roads, even where not in their best order, a four horse team moves with twenty hundred weight at two miles per hour, and on turnpikes, where every, even the smallest pebble, gives resistance, nearly three miles. We conclude, therefore, that they have a bad Rail-way, bad carriages, or very bad horses.

Let us now inquire what would be the cost of a Rail-road. Not a Pennsylvania Rail-road, but a firm substantial one in Ohio, that would probably last twenty or thirty years, or long enough to pay for itself. If the grading and masonry on the National road, east of Zanesville, worked, it is said forty-feet wide, cost \$3140 per mile, as per Mr. Waver's Report for 1827, a Rail-road of not more than 1 1/2 of that width, could be graded, &c. for 2 3

of that sum, say \$2,000; 1760 rough logs of the most durable timber, to be had either flattened or split in two and spliced, to be laid level across the track, at a yard distance from each other, to support the rails. These might be had at 25 cts.—\$440; 7,000 superficial feet of sawed scantling, for fairs at \$1.90 per 100 feet, \$70. Iron, \$1320. Erecting and superintendence, say \$500. Now let every one, who may read this, especially those opposed to Rail-roads, examine well, and say, if aught he can say, that a single item, except the surveying, has been omitted, or underrated, and publish the error, to the public, that they may be promptly undeceived. But after the most careful inquiry, even for years, the writer has been unable to discover any error. And, though the published price current of cast Iron in Pittsburgh, was very lately, but \$50, per ton, he has estimated it at \$60, which would make a difference of more than \$200, still the Rail road, could be made for \$4330 per mile. Besides this, from the nature of our country, there are many places, of miles in extent, together, where no other grading could be necessary than to level one side, with the other: much of which would be answered by placing a stone, or a piece of locust or walnut timber, under the ends of the cross timbers. It is frankly acknowledged, that such a Rail-road would not be the best, but would do, and do well. Its durability may be objected to. But who ever will examine the old fences, will find blue ash and many oaks, and other kinds of rails, quite sound, after being near 30 years in fence. It would not probably be announced in the public prints, that the splendid Rail-road at —— had gone into operation; but, if the proprietors can construct it for 2-8 of the expense of a M'Adamized turnpike, and transport on it, for 1.7 of the expense, a fig for the *selaf*, and all the splendor.

It will, probably, be objected, that this calculation, is for only a single track. This, it will be shown, is altogether sufficient. Let it be ascertained, how far, by means of steam, locomotive engines, (and no other would answer, in this case) with their loaded trains, could move in a day, and let a turn out be constructed at half way. A train then setting out every morning, from each end of the road, (or two or three trains, if freight require it) they would meet and pass at half way, and proceed without interruption. The moment the main train would pass, the road would be open for way trains, if any, to move in a contrary direction or to fall into its wake and proceed along with it. Thus no difficulty could happen, if strict rules be observed. Our country greatly needs improvements, in transportation, and, being ourselves but poor, we need them cheap. If the above may contribute to such a desirable end, the first wish of the writer's heart is answered.

January 4th,

[From the Richmond Whig.]

RAIL-ROAD TO YORK-TOWN!—The subject of a Rail-road from Richmond to the most eligible point for a shipping port below, has suddenly become a matter of intense interest to the people who inhabit the Country between Richmond and the Chesapeake. Two petitions numerously signed, have been presented to the Legislature, asking the incorporation of a Company to construct a Rail-road from this City, to some point immediately below Harrison's Bar. Another proposition, is that it shall terminate in the vicinity of Turkey Island, thus avoiding the unhealthiness of the country below, and saving much in the length of the road. "Mercator" announces still a third—a more splendid conception, first suggested we think by a gentleman from Rockbridge—to extend the road to York Town, and make that classic spot which has so fine a harbor, and whence ships with the same wind, can clear the capes in a few hours, the shipping port of the immense amount of produce which now concentrates at Richmond.

We know too little of these matters, to express, or even to have a preference, among the conflicting projects. We do not know that any one of them is necessary—that the improvement of the lower James at least, will not supersede the necessity, if it now exists.

Neither do we imagine, that the construction of such a work will injure Richmond or impair the value of its real estate, much less as some imagine, transfer Richmond itself, to the point of termination for the Rail-road, whatever that may be. Sundry great cities have their shipping ports many miles distant—as Edinburg its Leigh, Glasgow its Greenock, Lima its port yet more remote. If it should be supposed to have this effect, Richmond, that we can see, has no help for it, except to refuse to aid by subscription in the execution of the enterprise. We invite a perusal of "Mercator."

A spectator in the gallery of the Massachusetts House of Representatives, apparently a laboring man, on hearing the speaker announce the eighth petition for a Rail-road from this place to Salem, remarked, that he thought "Salem people would be pretty well rail-ridden if the roads were all made."

told in Gibbon. Scott, indeed, has adhered generally to history in this novel, and many of the incidents which seem too extravagant, even for fable, are matters of historical fact. Ducange has even gone so far as to identify the church where the French knight, as told by Sir Walter, kept entertainment with his sword for every knight that would venture to break a lance with him: and Anna Comnena, where she speaks, in the Alexias, of the bands of armed fanatics as so numerous, that it seemed as if Europe was loosened from its foundations, and precipitated in one united body upon Asia, has designated, even among so vast a multitude, and singled out from peers and princes, the haughty baron, who styled himself *φραγγός καθάρος τον αυτον*. And the historians of the crusades as well as the fair annalist of the reign of Comnenus, seem to agree, that no warrior of all that host could more fitly arrogate to himself the proud title of the Bulwark of Nobility. It will not diminish the interest of our readers in this last of the Waverlies to have their memories thus refreshed in what relates to its hero.

Toxicologia.—We have but little to say in a second notice of this treatise on internal poisons. The nature of the study it seeks to illustrate is best set forth in the words of the author himself, who—in speaking of a science that, in its relations to chemistry and physiology, has expelled from the regular practice of medicine the use of many remedies whose exhibition time had rendered customary when empiricism had made them popular—tells us that "Toxicology ranges over the whole vast field of medical learning, and draws together, from a variety of quarters, facts and principles which are seldom found at any other time in combination. The resources of each branch of this science are made by the Toxicologist to try the accuracy and supply the defects of the others; and the whole mass of knowledge is brought to bear in one direction, with a force and precision worthy of its objects—the amelioration of human misery—the detection of crime—and the vindication of innocence." Of the importance of the science in the last respect, those are aware who are at all familiar with criminal proceedings; and among the most interesting cases to be met with in the annals of crime, are those in which the application of scientific observations by the prosecuting officer has baffled the ingenuity of the accused, and penetrated through the shield of circumstantial evidence in his favor. The medical jurist derives his resources from semiology, pathology, chemistry, and physiology. "By the first, he ascertains the difference between the symptoms of poisoning, and natural disease; by the second, he discriminates the morbid appearances indicative of death by poison, from those produced by natural death; the third enables him to discover foreign substances of a deleterious nature, in the body and elsewhere; and by the fourth, he determines the value of evidence from accidental, or express experiments upon the lower animals." The importance of these resources in matters of evidence is apparent, and unhappily, even in the present state of society, cases in which they are resorted to are not of infrequent occurrence. The evidence of general poisoning, which is purely medico legal, is derived from the following sources:—the symptoms—the post mortem appearances—chemical analysis—experiments on animals—and moral circumstances. We give an extract from Dr. Lowerre's exposition of the third of these sources, chemical analysis.

"This is the most decisive of all the branches of proof, and its validity stands in the following order: First, when detected in the esophagus, stomach, or intestines—next, in the ejections, then in the articles of food, drink, or medicine, of which the patient has partaken—and lastly, in any articles found in the prisoner's possession, for which he cannot account. The evidence derived from this source, ought to be minutely investigated, and is not so

so conclusive as would appear at first sight; for even when poison is discovered in the stomach, it may sometimes be a doubtful question whether death was produced by it, or by some other cause. Wildberg relates a case in point. "He was required to examine the body of a girl who died while her father was in the act of chastising her severely for stealing, and who was believed by all the bystanders, and by the father himself, to have died of the beating. Accordingly, Wildberg found the marks of many stripes on the arms, shoulders, and back, and under some of the marks, blood was extravasated in considerable quantities. But these injuries, though severe, did not appear to him adequate to account for her death. He therefore proceeded to examine the cavities, and on opening the stomach he found it very much inflamed, and lined with a white powder, which upon analysis proved to be arsenic. It turned out, that on the theft being detected the girl had taken arsenic for fear of her father's anger, that she vomited during the flogging, and died in slight convulsions." Consequently, Wildberg very properly imputed death to the arsenic. In this case the chemical evidence proved that arsenic had been taken, but an account of the symptoms and appearances was necessary to prove that she died of it.

It sometimes occurs that the poison, after having been taken and produced death, cannot be detected by chemical analysis. There are three causes which may remove it from discovery. First, it may have been discharged by vomiting or purging; secondly, it may have been absorbed; or, thirdly, decomposed.

The first of these causes is of very frequent occurrence; and the inattention of the attendants in removing the ejections prevents discovery. In the trial of George Thorn, for poisoning the Mitchells, on the Aberdeen circuit, in 1821, it was clearly proved that the deceased died from the effects of arsenic, although none could be detected in the stomach; for the man lived seven days, laboring under incessant vomiting.

* Wildberg. *Praktisches Handbuch für Physicker*, iii. 227.

The Museum of Foreign Literature and Science, No. CXV., for January: E. Littell, Philadelphia; Garville, N. York.—"Carpere et Colligere," is the motto of this publication. It selects from other periodicals such articles as are deemed best worthy of preservation; and thus collects together within a small compass the best materials of other magazines. To those whose means prevent them from taking more than one publication of the kind, or who wish to bestow their patronage upon the American Reviews, and yet keep an eye upon what is doing in the British, the Museum of Foreign Literature and Science, by giving them the spirit of those latter publications, must prove very acceptable. The last Museum has one or two valuable articles from American periodicals; but though they are worth preserving, it should leave its readers to seek them in some other place, and confine itself solely to foreign selections. We give the contents of this number: *

Plates.—J. Wilson Croker, Esq.; View of Greenwich Hospital.—Right Hon. J. W. Croker, Esq.—from Fraser's Mag.; Description of Greenwich Hospital—from Virtue's Picturesque Beauties of Gt. Britain; Some Passages in the Life of an Idler—from Fraser's Magazine; Life of Dr. Goldsmith—from the Athenaeum; Cobbett's Spelling Book—from the Examiner; Spring Hymn, by Delta—from the Winter's Wreath; Untrodden Ground, by Mary Howitt—from the same; Red Eachan, the Hunter—a legend of Glencoe—from Friendship's Offering; The Heart, by Charles Swain, Esq.—from the Forget-Me-Not; Life of Sir Isaac Newton, Galileo, Copernicus, Tycho Brahe, John Kepler—from the Athenaeum; A world without water, by Miss M. A. Browne—from the Winter's Wreath; A Modest Defence of Portrait Painting, by Hartley Coleridge—from the same; Martin's Illustrations of the Bible—from the Examiner; The Child of the Earth, by the Hon. Mrs. Norton—from the Amulet; The North American Review, King Philip, The first Steamboat—from the Athenaeum; The Bravo, by Mr. Cooper—from the same; The Grave of Bishop Ken, by the Rev. W. L. Bowles—from the Literary Gazette; The United States—from the New Monthly Magazine; The Second Marriage—from the same; A Winter's March in Canada, in 1819—from the United Service Journal; The Two Maidens—from the New Monthly Magazine; Spasmodic Cholera—from the Westminster Review; Marguerite of France, by Mrs. He-

mans—from Blackwood's Magazine; Love and Authorship—from the Englishman's Magazine; The Freed Bird, by Mrs. Homans—from Blackwood's Magazine; Discoveries in Africa—from the Monthly Magazine; A Song of Greece—from Fraser's Magazine; The Dutchman's Fireside—from the Westminster Review; Hymn of the Moravian Nuns, at the Consecration of Pulaski's Banner, by Longfellow—from the Athenaeum; The Last Days of Mr. Salt—from the Metropolitan; Poland, its fate and consequences—from the same; Actual State of the Slave Trade on the Coast of Africa—from the Amulet; Reform of the Lords—from the Spectator; British Dominions in North America—from the Westminster Review; A Highland Anecdote, by Sir Walter Scott—from the Keepsake; The Fire at Pera, by an Eye-witness—from the New Monthly Magazine; Natural Piety, by Richard Howitt—from the New Year's Gift; Burns, the Poet—from the Englishman's Magazine; A Night on the Pyrenees—from the same; A Sea View—from the Literary Gazette; Varieties; Literary Intelligence.

We add to these notices some extracts from a novel that may be soon expected from the Harpers.—Mr. Bulwer's new work of "Eugene Aram," is well spoken of in the London papers. The Literary Gazette pronounces it the most finished of the author of Pelham's productions, and says that the hero of the novel is "a fine—a most original conception."

He is described as "a man whose whole life seemed to have been one sacrifice to knowledge. What is termed pleasure had no attraction for him. From the mature manhood at which he had arrived, he looked back along his youth, and recognized no youthful folly. Love he hitherto regarded with a cold though not an incurious eye: intemperance had never lured him to a momentary self-abandonment. Even the innocent relaxations with which the austere minds relieve their accustomed toils, had had no power to draw him from his beloved researches. The delight *monstrar: dixi*—the gratification of triumphant wisdom—the whispers of an elevated vanity—existed not for his self-dependent and solitary heart. He was one of those earnest and high-wrought enthusiasts who now are almost extinct upon earth, and whom romance has not hitherto attempted to portray—men not uncommon in the last century, who were devoted to knowledge, yet disdainful of its fame—who lived for nothing else than to learn.—From store to store, from treasure to treasure, they proceeded in exulting labour: and having accumulated all, they bestowed nought—they were the archimisers of the wealth of letters. Wrapped in obscurity, in some sheltered nook, remote from the great stir of men, they passed a life at once unprofitable and glorious—the least part of what they ransacked would appal the industry of a modern student; yet the most superficial of modern students might effect more for mankind. They lived among oracles, but they gave none forth, and yet even in this very barrenness, there seems something high: it was a rare and great spectacle—men living aloof from the roar and strife of the passions that raged below, devoting themselves to the knowledge which is our purification and our immortality on earth, and yet deaf and blind to the allurements of the vanity which generally accompanies research—refusing the ignorant homage of their kind, making their sublime motive their only need, adoring Wisdom for her sole sake, and set apart in the populous universe, like stars, luminous with their own light, but too remote from the earth on which they looked, to shed over its inmates the lustre with which they glowed."

The impressions made upon the heart by Genius.—“There is a certain charm about great superiority of intellect that winds into deep affections, which a much more constant and even amiability of manners in lesser men, often fails to reach. Genius makes many enemies, but it makes sure friends—friends who forgive much, friends who endure long, who exact little; they partake of the character of disciplines as well as friends. There lingers about the human heart, a strong inclination to look upward—to revere: in this inclination lies the source of religion, of loyalty, and also of the worship and immortality which are rendered so cheerfully to the great of old. And in truth it is a divine pleasure to admire: admiration seems in some measure to appropriate to ourselves the qualities it honors in others. We wed, we root ourselves to the nature we so love to contemplate, and their lives grow a part of our own. Thus when a great man, who has engrossed our thoughts, our conjectures, our homage, dies, a gap seems suddenly left in the world—a void in the me-

chanism of our own being appears abruptly stilled; a portion of ourselves, and not our worst portion—for how many pure, high, generous sentiments it contains!—dies with him.”

Autumn.—“Along the sear and melancholy wood the autumnal winds crept, with a lowly but gathering moon. Where the water held its course, a damp and ghastly mist clogged the air; but the skies were calm, and checkered only by a few clouds, that swept in long, white, spectral streaks over the solemn stars. Now and then the bat whirled swiftly round, almost touching the figure of the student, as he walked musingly onward. And the owl, that before the month waned many days would be seen no more in that region, came heavily from the trees, like a guilty thought that deserts its shade. It was one of those nights, half dim, half glorious, which mark the early decline of the year. Nature seemed restless and instinct with change; there were those signs in the atmosphere which leave the most experienced in doubt whether the morning may rise in storm or sunshine. And in this particular period the sky influences seem to tincture the animal life with their own mysterious and wayward spirit of mirth. The birds desert their summer haunts; an unaccountable inquietude pervades the brute creation; even men in this unsettled season have considered themselves more (than at others) stirred by the motion and whisperings of their genius. And every creature that flows upon the tide of the universal life of things, feels upon the ruffled surface the mighty and solemn change which is at work within its depths.”

A Solitary Student.—“Ah!” said Aram, gently shaking his head, “it is a hard life we bookmen lead. Not for us is the bright face of noon-day, or the smile of woman, the gay unbending of the heart, the neighing steed and the shrill trumpet,—the pride, pomp, and circumstance of life. Our enjoyments are few and calm, our labor constant; but that, is it not, sir?—that is it not? the body avenges its own neglect. We grow old before our time—we wither up—the sap of youth shrinks from our veins—there is no bound in our step. We look about us with dimmed eyes, and our breath grows short and thick, and pains and coughs and shooting aches come upon us at night—it is a bitter life, a bitter life—a joyless life. I would I had never commenced it. And yet the harsh world scowls upon us—our nerves are broken, and they wonder we are querulous—our blood curdles, and they ask why we are not gay—our brain grows dizzy and indistinct (as with me just now); and, shrugging their shoulders, they whisper their neighbors that we are mad. I wish I had worked at the plough, and known sleep, and loved mirth—and—and not been what I am.”

The following is a scene between Aram and the wretched man who threatens him with an accusation:

“It is not easy for either of us to deceive the other. We are men, whose preceptions a life of danger has sharpened upon all points: I speak to you frankly, for disguise is unavailable. Though I can fly from your reach—though I can desert my present home and my intended bride, I would fain think I have free and secure choice to preserve that exact path and scene of life which I have chalked out for myself—I would fain be rid of all apprehension from you. There are two ways only by which this security can be won: the first is through your death—nay, start not, nor put your hand on your pistol; you have not new cause to fear me. Had I chosen that method of escape, I could have effected it long since. When, months ago, you slept under my roof—nay, slept!—what should have hindered me from stabbing you during the slumber? Two nights since, when my blood was up, and the fury upon me, what should have prevented me tightening the grasp that held you so recently, and laying you breathless at my feet? Nay, now, though you keep your eyes fixed on my motions, and your hand upon your weapon, you would be no match for a desperate and resolved man, who might as well perish in conflict with you as by the protected accomplishment of your threats. Your ball might fail—(even now I see your hand trembles)—mine, if I so will it, is certain death. No, Houseman: it would be as vain for your eye to scan the dark pool into whose breast you cast your cast your eyes, as for your intellect to pierce the depths of my mind and motives. Your murder, though in self-defense, would lay a weight upon my soul, which would sink it for ever: I should see in your death new chances of detection spread them selves before me—the terrors of the dead are not to be bought or awed into silence; I should pass from one peril into another; and the law's dread vengeance might fall upon me, through the last, even yet more surely than through the first. Be composed,

them, on this point! From my hand, unless you urge it madly upon yourself, you are wholly safe.—Let us turn to my second method of attaining security. It lies, not in your momentary cessation from persecutions; not in your absence from this spot alone, you must quit the country—you must never return to it—your home must be cast, and your very grave dug in a foreign soil. Are you prepared for this? If not, I can say no more; and I again cast myself passive into the arms of fate! 'You ask,' said Houseman, whose fears were allayed by Aram's address, though at the same time, his dissolute and desperate nature was subdued and tamed in spite of himself, by the very composure of the loitering mind with which it was brought in contact; 'You ask,' said he, 'no trifling favor of a man—to desert his country for ever; but I am no dreamer to love one spot better than another. I should perhaps prefer a foreign clime, as the safer and the freer from old recollections, if I could live in it as a man, who loves the relish of life, should do. Show me the advantages I am to gain by exile, and farewell to the pale cliffs of England for ever!' 'Your demand is just,' answered Aram; 'listen then! I am willing to coin all my poor wealth, save alone the barest pittance wherewith to sustain life; nay, more, I am prepared also to melt down the whole of my possible expectations from thence, into the form of annuity to yourself.'

"These words, aided by a tone of voice and an expression of countenance that gave them perhaps their chief effect, took even the hardened nature of Houseman by surprise; he was affected by an emotion which he could not have believed it possible the man, who till then had galled him by the humbling sense of inferiority, could have created. He extended his hand to Aram. 'By —,' he exclaimed, with an oath which we spare the reader, 'you are right! you have made me as helpless in your hands as an infant, I accept your offer—if I were to refuse, I should be driven to the same course I now pursue. But look you: I know not what may be the amount of the annuity you can raise. I shall not, however, require more than will satisfy wants, which, if not so scanty as your own, are not at least very extravagant or very refined. As for the rest, if there be any surplus, in God's name keep it for yourself, and rest assured that, so far as I am concerned, you shall be molested no more.' 'No, Houseman,' said Aram, with a half smile, 'you shall have all I first mentioned: that is, all beyond what nature craves, honorably and fully. Man's best resolutions are weak; if you knew I possessed ought to spare, a fancied want, a momentary extravagance, might tempt you to demand it. Let us put ourselves beyond the possible reach of temptation. But do not flatter yourself by the hope that the income will be magnificent. My own annuity is but trifling, and the half of the dowry I expect from my future father-in-law, is all that I can at present obtain. The whole of that dowry is insignificant as a sum. But if this does not suffice for you, I must beg or borrow elsewhere."

"This, after all, is a pleasanter way of settling business," said Houseman, "than by threats and anger. And now I will tell you exactly the sum on which, if I could receive it yearly, I could live without looking beyond the pale of the law for more—on which I could cheerfully renounce England, and commence 'the honest man.' But then, hark you, I must have half settled on my little daughter." What! have you a child?" said Aram eagerly, and well pleased to find an additional security for his own safety. 'Ay, a little girl, my only one, in her eighth year; she lives with her grandmother, for she is motherless; and that girl must not be left quite penniless should I be summoned hence before my time. Some twelve years hence—as poor Jane promises to be pretty—she may be married off my hands; but her childhood must not be left to the chances of beggary or shame!"

PERIPLAGE.—"Fashion," says some one or other in some book or other, that we have read some time or other,—"Fashion is the golden calf, to which all men bow in these days." We admit that in no age has the power of the goddess of caprice been more universally acknowledged; but we deny that this is a good ground for railing at her. She is a democrat; and without being worshipped in Tammany Hall, has done more for the great republican party throughout the world than those who abuse her. What makes the churl kib the heel of the courtier so much more often than formerly, but her influence acting in a better cut coat? What placed Beau

Brunsell at the same table with George IV. but her skill in the tie of a cravat? Her patent of Dandyism is as good as that of Nobility, in giving distinction to insignificance. She is an great a leveler of ranks as Love himself. In England, a country where society is a closer aristocracy than in any other, the fiat of Fashion enables successful authorship to challenge admission into any circle. In France, she wills that a clever article in a periodical shall make the writer of it accueilli, where formerly rank alone could gain admission. All people of fashion meet upon a par, whether property descended to them, or whether they made it;—whether they inherited grandfathers, or bought them with other old paintings at auction; for the Republic of Fashion is no less democratic in its organization than the Republic of Letters. Wealth, birth, talent, tact, accomplishment, and dress, are the different interests which are represented in it. Where they conflict for supremacy, Wealth has it hollow, if each interest struggles by itself; but Tact and Dress united, are a match for all the rest together. They carry the female votes, which will shake any institution.

No one except the Almanac makers, seem to realize that this is Leap-Year. The following is extracted from an old volume printed in 1606, entitled "Courtship, Love and Matrimony."

Albeit is nowe become a parte of the common lawe, in regard to the social relations of life, that as often as every bessextile year dothe return, the ladyes have the privilege during the time it continueth, of making love unto men, which they may do either by words or looks, as unto them it seemeth proper; and moreover no man will be entituled to the benefit of the clergy who dothe refuse to accept the offers of a ladye, or who dothe in any wise treat her proporal with slight or contumely.

We add to this a copy of a blank of "an offer," such as ought to be generally now for sale by the stationers, to facilitate matrimonial contracts during the busy year that has just commenced.

[ENVELOPE.]

Sir: I have long cherished a deep and heartfelt regard for your son — and with some diffidence I now take the liberty of avowing it, and soliciting your permission to address him. May I not also interest your kind offices in forwarding my pretensions to his hand, and beg if my attentions meet with your approval, that you will hand the enclosed to him, upon whom my earthly happiness must hereafter depend. Most respectfully, &c.

[ENCLOSURE.]

Mr. — must long since have perceived the interest with which he is regarded by one whose happiness depends upon his reciprocity of feeling; but he cannot be aware of the depth of an attachment which even his penetration cannot fathom. May not the writer of this be allowed the privilege of visiting him upon a more intimate footing, and have an opportunity of proving the ardor and disinterestedness of her feelings, and appealing to the sympathy of his? Her hand and fortune are from this moment at Mr. —'s disposal."

This, our fair readers will observe, is the business formula of the transaction. The sentimental one of a verbal declaration, is certainly more engaging. It might be made in the language of flowers, by those who want courage to utter it in another tongue. As thus for instance, you may commence just after a gentleman has made a pun, and compliment him upon his (1) house-leek; and then, promising that (2) flax-blossom generally accompanies that quality, you may speak of the effect of (3) columbine in inspiring (4) rose; and next add with a (5) cypress, that nothing but his (6) citisus could have prevented his discovering the (7) myrtle whose (8) orange-tree you can conceal no longer. Then, by avowing that all your (9) sun-flower in life depends upon his (10) amaranth, you may claim his (11) sorrows to lead him to the temple of (12) thorny-rose,

A Washington letter writer, whose rambling observations upon men and things have lately given a raciness to the columns of the N. Y. Mirror, expresses himself as follows:

I love a little touch of patriotism in a woman.—But there it is—the women. Republican simplicity has seldom charmed for them; in their secret souls there is (is there not?) a love for pomp, for titles, for dress. They sigh, at times, for the splendor of a court. A count, a duke overawes them. This it is that in spite of themselves makes them regard as superiors those who come from countries where such things are, and are common; that makes them ashamed, now and then, of their own democratic country.

Oh for a little of the Roman pride that looked down so superbly upon the nations of the earth!—*Barbarians!* A Roman matron, a Roman virgin were titles above queen and empress.

For myself, if I ever love a woman (as I hope I shall) she must love her country—she must more than love it: she must be proud of it; she must prefer it to every other.

Most men of sense will concur in this opinion.—Modesty enhances beauty with the coarsest natures, and piety in a female exerts the regard of men who are indifferent to religion themselves; but neither, we are persuaded, have more agency in cherishing esteem than the sentiment of patriotism in a woman.

Pride in the land of her birth, and attachment to her native soil, are always indicative of a high spirit and warm affections in a female's bosom; and, next to the love of God, the love of Country is the purest emotion in which she can vent the sympathies of her nature. The degree of tenacity with which a woman cherishes each association that binds her heart to her native land, is no light criterion by which to judge of the strength of her domestic attachments, of the susceptibility and constancy of her feelings, and, we may add, of her feminine dignity of character. We are perfectly serious; and, though you, beautiful reader, are so astonished at our gaucherie, we shoud for the moment look with more interest upon a Kickapoo squaw, who was weeping to leave her land of grisly-bears and venomous moccasin-snakes, than even upon thee when those resistless eyes were brightening with satisfaction, to bid adieu to a more favored home, perhaps forever.

Knowledge of the world, says a periodical writer, does not always require experience. Some men take to it intuitively; "their first step into life exhibits the same profound mastery over the minds of their contemporaries, the same subtle consideration, the same felicitous address as distinguish the close of their career." And why not, discernment and tact are gifts which nature generally bestows in a perfect shape upon their fortunate possessors. They may exist in perfection at the age when the imagination is more active than the judgment, because reason is but little brought into play in their exercise. On the contrary, your ingenious speculator upon society, is often far from being practically a man of the world. There is a mass of machinery in his mind which embarrasses his preceptions of character. He will manufacture the hero of a novel according to a pattern of his own, and show you all the windings and turnings of his heart when made. He has a thousand of these patterns in his mind, and when he attempts to pass upon real men, he brings them by a summary Procrustean operation to the dimensions and shape of one of his own models, and then insists that they are regulated by similar springs of action. The intuition of fifteen is worth the sagacity of fifty, in judging correctly of character.

"Men have died, and worms have eat them—but not for love," is a passage of Shakespeare that no one seems to understand, or every one seems to pervert. The true reading, says that sagacious critic, Saxon Quintilian, is, "Men have died, and worms have eat them, but not (eat them) for love;" i.e. in preference to any other food. Scaliger Oxyrhynchus

says, however, (see his works *passim*) that "not for love" is but a quaint way of saying, "out of spite"; and he makes the whole read thus: "Men have died, and worms have eat them out of spite." Some naturalists assert that love, when it becomes a chronic disease in the human frame, has such an effect upon the fibrous system, that it makes men what cannibals would call bad eating; a supposition adopted by the younger Longinus to sustain his reading of the passage, which is this: "Men have died, and worms have eat them, but not for love; i. e. not because they considered them a delicacy."

A state of dandyism is a state of nature in a very young man, and therefore not much to be deprecated. C. Julius Caesar, and William Pinkney, were both Jemmy Jessamys in their day: but mental foppery is the incurable distemper of middle age, to which an acute observer of human nature must have alluded when he said, that a libertine might be reclaimed, but once a coxcomb always a coxcomb.

1 wit, 2 generosity, 3 amiability, 4 tenderness, 5 sigh, 6 modesty, 7 love, 8 ardour, 9 happiness, 10 gratitude, 11 consent, 12 Hymen.

HOME AFFAIRS.

PUBLIC DINNER TO GEN. SANTANDER.—In conformity with previous arrangements, the dinner offered to this distinguished Colombian took place yesterday at the City Hotel, and passed off with much éclat.—A numerous and respectable company attended, and seemed animated with one common desire to testify their respect for one who has so nobly signalized himself in the cause of constitutional liberty.

Gen. Morgan Lewis presided as President, Philip Hone, Richard M. Lawrence, and James Boggs assisted as Vice Presidents.

Guests.—Rev. Dr. Wainwright, Rev. Dr. Powers, Gen. Scott, Com. Chauncey, Gen. Morton, Don Thomas Gener, Don R. Moura of Colombia; Don Portocarrero, and M. Silva, of Bogota besides several others.

The following note was read by the President: The state of Mr. Gallatin's health does not permit him to assist at the dinner given to-day, to General Santander. He regrets extremely not to be able to give this evidence of his respect for the character of that distinguished individual, and of the lively interest he feels in common with his fellow citizens, for the welfare, harmony and prosperity of the United Republics of Colombia.

After the cloth was removed, the following Regular Toasts were drank:

1. The President of the United States.
2. The People, Union, and obedience to the Laws—the only successful test of the great experiment of self-government.

3. The Isthmus of Panama—May it be the connecting link between brethren of the same principles equally enjoying the blessings of freedom and good government.

4. Our distinguished Guest—The republican patriot and Statesman, the fearless and faithful defender of the constitutional liberties of his country.

After this Toast was given, General Santander rose, and addressed the company in a speech of about a quarter of an hour, which though in Spanish, and therefore not understood by many of the company, riveted attention by the earnestness and graceful energy of its delivery. Mr. Charles A. Davis then read a translation of it, which was received with 9 cheers. The following is the translation:

Mr. President and Gentlemen—

I cannot command language to express to you the feelings of my heart, for the honor you have done me.

I am most happy in seeing around me a circle so distinguished and respectable, whose sentiments of regard and good-will, so far exceed the most sanguine hope I could have cherished in return for my humble efforts in the cause of liberty.

If the discharge of a sacred duty is rewarded in a manner so truly gratifying, how can I ever cease to feel the most profound gratitude for your kindness?

Gentlemen—When the Colombian people raised the cry of Independence, they desired only to better their condition, by passing from colonial vassalage to that state which nature had assigned them.

They asked to be the arbitors of their own destiny; to select and establish such republican institutions as should protect the rights of the citizen; to cultivate and apply to their own use those abundant elements of happiness and prosperity which a benevolent Providence has provided for them,—the value of which they had scarcely been permitted to estimate.

A complete and entire separation from the mother country, was the only mode of obtaining these blessings.

Guided by the hope of being governed by laws of their own selecting, and stimulated by the constancy, activity, talent and fortune of a man who, at the head of their army, had given so many days of glory to his country, the Colombian people made every sacrifice.

Our independence attained, we desired a government of good order, which alone could secure to us the advantages of our freedom.

What better model was presented to us for a government of laws, than that which was exhibited to the world by your own happy nation?

Where were we able to find one more perfect in theory—one more useful in practice?

These United States displayed to us a system of government created by the people, and for the people—with powers accurately balanced—laws which equally protected the rights of the citizen—a judiciary, pure, virtuous, and patriotic—a system of education admirably constructed and based on morality.

Great indeed was the distance between the social education of the people of this country and the people of Colombia; great, consequently, were the obstacles to be encountered in imitating a model so perfect.

But was not the accomplishment of our independence doubly meritorious, when, in the struggle for it, so much constancy was required in overcoming difficulties which presented themselves from its commencement to its termination?

My experience persuades me that my country would have made sure and rapid progress in the career of liberty, if the prominent men, whose military services had given them a great influence, had desired to direct the docile character and admirable moral disposition of people in the path of true liberty.

But by a fatality, the causes of which it would not become me on this occasion to explain, the Colombian people were led astray from the course which had already secured for them the applause of these United States, and other respectable nations, discord was engendered in various portions of the country, preparing the road to illegal and arbitrary power, dishonorable for the people who were exposed to it, dishonorable to the authorities who permitted it.

My position, as second magistrate of the Republic, the duties that devolved on me, the solemn promises I had made to the nation, to my own conscience, pointed plainly to me the course I had to follow, and which course I believe I faithfully followed through the political dissensions which prepared my persecution.

That power triumphed. Its victory (and would that it could be blotted from the annals of Columbia) was a decree of proscription to a wide circle of patriots who defended the constitutional laws, and sustained the Federal System.

Gentlemen—If I were not already persuaded that the pains I have suffered for having been faithful to my duties, were honorable (and so far satisfactory,) I should on this occasion, when a circle of distinguished citizens of the first free nation of the world manifest to me an approval of my public conduct, feel myself amply recommended. Such approval is the most grateful reward a citizen could aspire to, who has not hesitated to sacrifice honor, fortune, friendships—his own ease and tranquility to the liberties of his country.

My own fellow citizens at home are now engaged in vindicating the honor of Colombia, and to secure to the country those Laws and liberal Institutions which promise a development of happiness and prosperity.

When they shall learn this grateful act of hospitality and good will towards me, felicitating themselves as co-laborers in the cause of Liberty, they will rejoice that their patriotic efforts meet your approbation.

Allow me Sir, to drink—To the most perfect, permanent, and friendly intercourse between the Government and people of the United States of the North and the Government and the people of the States of Colombia.

5. The Fourth of July, 1776—Let every American say with the elder Adams:

"It is my living sentiment, and by the blessing of God, it shall be my dying sentiment, Independence now, and Independence for ever."

6. Colombia—We shall be happy if the visit of our respected guest shall prove as useful to his country hereafter, as it is at present agreeable to us.

7. Written Constitutions—Invented by the people of the new world, to govern their governors.

8. The Governor of the State of New-York.

9. The surviving Officers and Soldiers of the Revolution—

The laurel wreath its verdure still retains,
And its bright hue 'midst silver locks remains.

When this toast was announced by the Vice-President, Mr. Hone, Gen. Lewis, the only Revolutionary officer present, in brief, but very feeling terms, returned thanks in the name of the comrades of his early years.

10. The Army and Navy of the United States.

11. The Memory of Washington—Grateful for his services we proudly present his example for the imitation of those who would govern for their country's good.

12. Education—The groundwork of good government, and the ornament of Freedom.

13. Woman—We bow to her sceptre, and acknowledge her power.

VOLUNTEER TOASTS.

By the President, Gen. Lewis.—Our sister Republics of the South—United in the indissoluble bonds of mutual intercourse, peace and concord.

By Mr. P. Hone, a Vice President.—Senor Joachim Mosquera, President of Colombia.

By Mr. Richard M. Lawrence, a Vice President.—Our fellow citizen, Lafayette—The uniform friend of equal rights.

By Mr. Boggs, a Vice President.—Honor to the nation which amply redresses an injury.

By Mr. C. C. King.—The memory of James Monroe—The early and staunch friend of the rights of the South American Republics.

After this toast was drank, Mr. S. L. Gouverneur returned thanks with much animation, for the honor done to the memory of one whom he was proud in being able to claim as a relative; and who, as none better than himself had the means of knowing, was in heart and soul the friend of both Americas; and who, it should never be forgotten by either of them, was the first to proclaim that this continent should henceforth be inviolate against European aggression.

By Mr. Rathbone.—The exiled patriots of Poland—in every country where liberty dwells they will find a hearty welcome.

By Mr. Portocarrero.—A Guest.—The eternal happiness of the United States of North America—free by their laws and the virtues of their inhabitants.

By General Morton.—The patriot, who, while he can render his country a service, never considers his obligation to it discharged—and whose love to her, not even her injustice can diminish.

By Charles King.—Don Thomas Gener, who as President of the Cortez of Spain, had in his power the life of a tyrannical King and spared it—and his reward was exile.

By Henry Ogden.—Our commercial relations with our sister Republic of the South—may the reciprocal benefits resulting from them, connect us as closely in a moral, as the natural link of Panama does, in a physical sense.

By a Guest.—The happy day when the patriots of South America will be received in Spain, and those of Spain in South America, with the same benevolence with which they are received here—may this happy day be to-morrow.

By Mr. Moura—a Guest.—May the bonds of friendship which unite the States of North America with the States of Colombia, be as eternal as the memory of Washington.

By W. B. Lawrence.—The combination of the federal and representative systems—the happiest discovery in the science of governments.

By Mr. Wardell.—The Ballot Box—A crucible in which freemen test the purity of their public servants.

By William B. Townsend.—Education, the sure foundation of civil and religious Liberty—May its full benefits be speedily enjoyed by our sister Republic (Colombia).

TWENTY-SECOND CONGRESS—1st SESSION.

Monday, Jan. 30.—In Senate, the discussion on Mr. Clay's resolution respecting the Tariff, was continued by Mr. Smith, of Maryland, and Mr. Holmes, of Maine. In the House of Representatives, a memorial was presented from the late Free Trade Convention at Philadelphia.

Tuesday, Jan. 31.—Mr. Ewing's resolution respecting the Executive power of removals and appointments, was made the special order of the day for Monday, Feb. 6; and Mr. Clay's resolution was further discussed, by Mr. Holmes. In the House of Representatives, the Apportionment Bill was further debated.

[From the *Globe*.]

CONGRESSIONAL ANALYSIS.—In the Senate, Wednesday, Mr. Frelinghuysen submitted a resolution expressing the sense of the Senate on the subject of certain Indian relations. Some private bills were matured. The bill to grant a township of land to the French College at St. Louis, was, after some discussion, laid on the table for the present. Mr. Sprague's resolution, calling for the publication of the names of the owners of unclaimed dividends, was agreed to; then reconsidered, on motion of Mr. Clay, and made the order of the day for Monday next. The consideration of Mr. Clay's resolution was resumed, and Mr. Hill, of New-Hampshire, spoke about three hours in opposition to it.

In the House of Representatives, Mr. Drayton, from the Committee on Military Affairs, reported a bill authorizing the Secretary of War to compromise and secure to the Government the title of an Island in the State of Delaware, upon which Fort Delaware is situated. The resolution heretofore proposed by Mr. Everett, calling on the President for a copy of part of a treaty with the Chickasaw tribe of Indians, was further debated by Messrs. Huntington and Pelt. The debate was arrested by a call for the orders of the day. The apportionment bill was again taken up, and discussed at great length. The motion of Mr. Hubbard to strike out 48,000 and insert 44,000 as the ratio, was finally agreed to—yeas 98, nays 96. The House then adjourned.

CONGRESS—Thursday.—In the Senate the resolutions offered by Mr. Frelinghuysen yesterday, importing that in virtue of treaties with the Cherokees, and the intercourse act of 1802, the Government of the United States is bound to protect them from all intrusion on their territories, and that the President of the United States has no power to dispense with the execution of said intercourse act, or of treaties, &c. &c., were made the order of the day for Tuesday week.

The debate on the Tariff was then resumed. Mr. Hayne explained that certain quotations in his speech from Niles Register, were, as he had since found, not the opinions of Mr. Niles, but of some commentator on those opinions.

Mr. Clay then took the floor in reply to Mr. Hayne, and after speaking for more than two hours, asked the indulgence of the Senate, as it was already late, until the next day—to continue. The National Intelligencer says the Senate was crowded within and without the bar to excess, and that the speech was "equal in all points—in power, in eloquence, and in effect—to any of Mr. Clay's best efforts of former days."

In the House of Representatives, Mr. Vorplanch offered a resolution which was adopted, directing the clerk to obtain for the Library a series of New York price currents from 1815.

Mr. Everett's resolution respecting the Chickasaw treaty was vehemently opposed by Mr. Clay of Alabama, when the House again had the apportionment bill before them, and reconsidered by a vote of 100 to 94, the vote of yesterday striking out 48,000, and inserting 44,000. The bill is now left in blank, and was further debated until the adjournment.

[From the *Globe*.]

CONGRESSIONAL ANALYSIS.—In the Senate, Friday Feb. 3, the consideration of Mr. Clay's resolution, relative to the modification of the Tariff, was resumed. Mr. Clay resumed his argument in support of the principles of the resolution, and in reply to the arguments urged against it, and, after speaking two hours and a half he gave way to a motion to adjourn.

The Senate adjourned to meet on Monday next, when Mr. Clay will resume, and probably conclude his speech.

In the House of Representatives, a joint resolution was adopted, appointing a joint committee to make arrangements for the celebration of the centennial birth-day of George Washington. A joint resolution was adopted, authorizing the Secretary of the Navy to settle certain contracts and relinquish certain forfeitures. The bill for the relief of the Representatives of David Dardin, dec., was passed. Mr. Evans, of Maine, addressed the House at some length on the resolution offered by Mr. E. Everett, relative to the Choctaw treaties. Several bills of a private nature were acted on in Committee of the Whole.

LEGISLATURE OF NEW-YORK.

Thursday, Feb. 2.—In SENATE.

PETITION.—For a Rail-road from the village of Elmira to the Pennsylvania line.

BILL REPORTED.—From the Committee on Rail-roads, a bill to incorporate the Hudson and Erie Rail-road Company, capital 7,000,000.

On the bank resolution, Mr. Sherman occupied the floor till the hour of adjournment.

Then the Senate adjourned till to-morrow morning.

HOUSE OF ASSEMBLY.

Mr. Andrews offered the following:

Resolved, That the Register and assistant-Register in Chancery be respectfully requested to report to this House the amount of all the fees and emoluments of their offices; and also as clerks of first and fourth circuit for the three years past, ending 1st January last.

On motion of Mr. Spencer, this resolution was laid on the table. [Mr. Spencer said the the resolution did not go far enough. He intended to offer one which would embrace a more extended inquiry.]

The committee of the whole again took up the bill to increase the salaries of the chancellor and supreme and circuit judges.

Mr. Bishop spoke at length in favor of the bill, as did also Messrs. Speed, Howell, Butler, McKeon, and Speaker.

Messrs. Andrews and Granger spoke against the bill.

The committee rose, without taking a question. Adjourned.

February 3—In SENATE.

Mr. McDonald presented the report of the Inspectors of the State's Prison at Auburn, in answer to the resolution of the Senate of the 18th of January, inquiring the cost of constructing an additional number of cells, which was ordered printed.

The bill to incorporate the Hudson River Coal Company was read a third time and passed.

United States Bank.

Mr. Deitz' resolution against re-chartering this bank being under consideration,

Mr. Benson was fearful from the display the Senate had witnessed that they were ill prepared to listen to him, but he promised to be short.

He opposed the resolution because it was too indefinite, and furnished no instruction to Congress. He thought the evils that had been presented were imaginary; there were evils connected with this bank which had not been adverted to.

Mr. Maynard followed on the same side of the question, in his usual masterly manner; before Mr. M. had concluded, the Senate went into the consideration of executive business, after which it adjourned till 10 o'clock to morrow morning.

IN ASSEMBLY.

Further petitions were presented for a Rail-road from New York to Albany.

Mr. Spencer offered the following resolution, which was adopted:

Resolved, That a select committee of five be appointed to examine the fee bills of all the officers, and of the Attorneys and Solicitors of the Courts of Record, of this State, during the period of eight years last past, and that they have leave to report by bill or otherwise.

On motion of Mr. Remer, the bill to increase the Judges' Salaries was postponed till the second Tuesday in March, by yeas 56, nays 49.

Mr. Morgan gave notice of a bill to provide for disabled seamen, and for other purposes.

The House, in Committee of the Whole, had the bill to incorporate the Stonington Bank under consideration, but on motion of Mr. Otis, who stated that the Report of the Bank Committee had not yet been laid on the tables, rose and reported. A similar course was then taken with the bills to incorporate the Brooklyn Bank, and the Seneca County Bank. Adjourned.

February 4—In SENATE.

Mr. Deitz's resolutions against rechartering the U. S. Bank being under consideration—

Mr. Maynard resumed his argument left unfinished yesterday, and occupied the attention of the Senate for more than three hours.

Mr. Tallmadge made a brief reply.

Mr. Edmonds replied at some length, chiefly on party grounds; and denounced the gentlemen belonging to the Jackson party, who opposed this resolution, as having formed a coalition with the opposition.

Mr. Maynard moved a division of the question, on the resolution against the bank, and the one for transmitting it to Congress. Opposed by Mr. Tallmadge; finally adopted.

Mr. Allen moved an amendment as follows, to wit:—After the words renewed, insert, except upon the condition that no branch of the said bank shall be placed in any of the states, without the consent of the legislature thereof, and that the capital employed by any such branch, shall be liable to the same amount of taxes and impositions that may at any time, be imposed on the local banks of any state where such bank may be placed, and such other conditions as the wisdom of Congress may deem necessary. Rejected as follows:

Ayes—Allen, Birdsall, Bronson, Cary, Fuller, Mather, Maynard, Rexford, Seward, Sherman—10. Noses—Armstrong, Beardsley, Conklin, Cropsey, Deitz, Dodge, Eaton, Edmonds, Fisk, Foster, Goss, Halsey, Hubbard, Lansing, Macdonald, McDowell, McLean, Quackenbush, Tallmadge, Westcott—20.

The original resolution of Mr. Deitz then passed by the same vote; those voting for Mr. Allen's amendment, voted against the resolution.

Mr. Maynard then offered the following resolution:

Resolved, That if the Charter of the present Bank of the United States be not renewed, it is the sentiment of this legislature that a new National Bank should be created to commence its operation at the expiration of the charter of the existing bank.

This was, on motion of Mr. Tallmadge, indefinitely postponed by the same vote.

In the House, Mr. Howell reported a bill to incorporate the Hall's Cove Rail-way Company.

Mr. Downing reported a bill incorporating a Society for encouraging faithful domestics in the city of New-York.

Mr. Stilwell, pursuant to notice, brought in a bill to discharge honest insolvents from their debts upon their own application.

An unsuccessful attempt was made to re-consider the vote of Friday, postponing the salary bill to the 2d Monday in March.

The House, in committee of the whole, Mr. Crain in the chair, passed a bill for the renewing the charter of the Bank of Lansingburgh.

Appointments made by the Senate, on the nomination of the Governor, Tuesday, Jan. 31.

New-York.—John G. Atterbury, Timothy P. Berger, John Boyd, Edwin Burr, Wm. H. Bogardus, Isaac O. Barber, John T. Banta, Horton H. Burlock, Franklin Brown, John L. Cregier, Stephen Cambreleng, Henry L. Clark, Alfred Colvill, Philip S. Crooke, Jacob D. Dyckman, Carey Dunn, Peter De Witt, Wm. C. Emmett, Samuel M. Fitch, Henry J. Felton, Hamilton Fish, John Fairlie, Garrick Gilbert, Geo. W. Giles, Niel Gray, Lawrence Gardiner, Robert Giles, jr., Wm. Gracie, Adolphus N. Governeur, Joseph Greenleaf, James L. Graham, Nathaniel B. Graham, Joseph H. Goldsmith, John Harris, James S. Higgins, Patrick G. Hildreth, Josse Hoyt, John R. Hedley, Dayton, Hobart, J. H. Hobart Haws, Samuel V. Hoffman, Wm. H. Harriman, Robert L. Jacques, Daniel P. Ingraham, Franklin S. Kinney, Ambrose Kirtland, Wm. Lowere, Robert C. Ludlow, John M. Lester, Alfred Livingston, James Lozier, Livingston Livingston, Wm. L. Morris, Wm. H. Maxwell, Jeremiah Miller, jr., Samuel L. Mumford, Cornelius Nagle, Jesse Oakley, Thomas C. Pinkney, Richard M. Popple, Reuben Rowley, Cornelius Roosa, Daniel P. Riker, Phile T. Ruggles, Robert G. Rankin, Thomas I. Smith, Theodore A. Swords, Mitchell Sanford, Edwin Sanford, Charles W. Sanford, Grenville A. Sackett, Wm. H. Smith, Wm. S. Sears, David B. Shepherd, John N. Taylor, Thomas W. Tucker, Samuel Van Wyck, Garret G. Van Wagenen, Eugene Van Ness, Dow D. Williamson, Ebenezer Whiting, Wm. C. Wetmore, Sylvester L. H. Ward, Gabriel Winter, Peter Wilson, Edward M. Willett, Russell C. Wheeler, Samuel Warford, Isaac Young, Charles C. Young, and Hay S. McKay, commissioners of deeds.

John Abern, Richard M. Blatchford, Frederick Burke, Robert Bogardus, John Buckley, Ahnes

Benedict, David M. Cowdrey, John D. Campbell, Gerardus Clark, George D. Cooper, Charles A. Clinton, Peter A. Cowdrey, Charles T. Cromwell, George Catlin, William N. Dyckman, Robert Day, William E. Dunscob, John A. De Russey, Cornelius R. Disosway, Walter Edwards, Augustus Floyd, Morris Franklin, John A. Fleming, Joseph Foukle, Jr., Francis Griffin, John L. Graham, Obed Gridley, William G. Haycock, David Higgins, Oliver H. Hicks, William P. Hallett, Samson M. Isaacs, Joseph Leonard, Israel Moaroe, William C. Mulligan, Jacob Morton, Thomas McCready, Jr., Joshua Montefiore, Robert H. Morris, William O'Brien, Horatio G. Pratt, Adam P. Pentz, Anthony Rapello, Samuel Stansbury, James B. Sheys, Solomon Soixas, Wm. Soul, Daniel B. Talmadge, Francis R. Tillou, Wm. Van Wyck, Wm. Van Hook, Joseph Wallis, Stephen C. Williams, Richard J. Wells, Herman Westervelt, Henry Wilkes, Joseph Woodward, Caleb S. Woodhall, Wm. U. Titus, Thomas, Goin, Wm. A. Seely, Frederick Dibblee, Edward Radcliffe, Wm. Ovington, Charles Oakley, Thomas S. Brady, Ebenezer Burritt, John R. Livingston, Jr., Cornelius V. S. Kane, Theodorus P. Bogert, Washington M. Haxtun, Evert A. Bancker, Thomas W. Clerke, James W. Gerard, Charles Graham, Andrew S. Gar, Henry W. Havens, Levi Kidder, Henry Laight, Duncan C. Pell, Isaac Phillips, Wm. K. Thorn, Thos. Slidell, Thos. Shankland, public notaries.

Albany—John W. Ford, examiner in chancery.—
Gilbert Utter, culler of staves and heading.

FOREIGN INTELLIGENCE.

Extract of a letter from a gentleman of this city, dated Liverpool, December 20th, 1831.

"You will have learned, long before this reaches you, of the Cholera having visited some parts of this island; and, to this day, it still appears to be spreading: but whether it will reach this, or any of the large commercial cities, cannot yet be known. Many are afraid of its extending over the kingdom; and I can see no good reason for supposing that it will not do so in a country like this, so thickly populated, and where the intercourse between every corner of it, is so great and constant. The price of camphor and other medicines recommended for the cure of it has already advanced three or four hundred per cent., and the Government have ordered flannel for the Army, which shows that the fear of its spreading is very general. The distress that a general spreading of the disease in this country will occasion, will be a thousand times greater, in my opinion, than it has been elsewhere; not so much from the great mortality to be apprehended, as the general stagnation of trade, and all the lower classes being thrown out of employment: for, let British commerce, generally, be quarantined for only two months—and foreigners afraid to come here—all the manufacturers must stop, and credit will be so totally paralyzed, that the whole commercial universe will feel the shock, as this country may, in a great degree, be considered the bankers of the world.

"With Burkina, (or Bishoping, as it is now called in London,) Cholera, and Reform, together, this country is now in a very excited state; yet it astounds me sometimes to think how composed we all feel in it; and I could not help remarking to an American gentleman, with whom I was conversing a few evenings since in the Royal Hotel at Manchester, 'What would our friends in New-York think of us, if they knew that some troops of cavalry were now passing the door at full gallop, to go to the neighborhood to quell a mob (as was the case at that moment) ? and here we are sitting as contented as we could be on a farm in America.'

The Journal of Commerce publishes dates from Europe, one day later than before received; derived from the Hannibal, from London. The answer which the Emperor of Russia is reported below to have made to the Dutch Ambassador, does not tally, exactly, with Marshal Soult's assurances to the Paris exchange brokers, that there was no apprehension of war. If King William should try his hand

again, against King Leopold, all the threats of Russia would be unavailing to hold back the French; so that peace or war yet depend on the Belgian question.

LONDON, Saturday evening, Dec. 31.—The deliberation which was held yesterday at the foreign office, with reference to the decision of the Conference, was, as we understand, one of the most important that has taken place since the Representatives of the Five Powers first met. Shortly after its breaking up, Couriers were despatched by Lord Palmerston to Berlin and Vienna, with instructions to travel with the greatest possible rapidity, for the purpose, we understand, of having the answer here before the 15th of next month. Our readers will remember, that the 16th of Jan. is the day fixed upon by Protocol, for the exchange of the ratifications of the proposed treaty of peace between Holland and Belgium.

COURIER OFFICE, 4 o'clock.

We have just received the following, by express, from the Hague:—

"The States-General have voted, by an immense majority (viz: 52 against 8,) the extraordinary funds required by the Government, in order to meet the probable war expenditures for 1832."

CITY SATURDAY, 12 o'clock. There is scarcely a bargain doing in the Consol Market this morning, nor is the variation of the slightest moment, Consols for Account are 84 1-3. Nothing of any moment is doing in our Money Market. As regards Foreign Stock, Russia Bonds are 98 3-4 to 99 1-4, and Danish 65 3-4 to 66 1-4, Spanish Bonds are at 14 1-8 3-8.

The new Belgian Scrip has been done at 1 pm., since which it has got up to 1 1-2 pm.

Charleston papers to the 4th inst. have been received, but they contain nothing of importance.

2 o'clock.—Consuls for account are 84 1-8. Brazilian Bonds are 44 1-4 to 3-4; Danish, 65 3-4 to 66 1-4, Russia, 98 3-4 to 99 1-4: Spanish, 14 1-4; and Portuguese, 48 1-2 to 49 1-2.

PARIS, Dec. 29.—Considerable sales have taken place at the opening of the House, and funds have retrograded with sufficient vivacity. It was soon known however, that the syndical chamber of the *agents de change* had paid their respects in the morning to the Minister of War, and that the Marshal had assured the members of the deputation, that they might enter upon their operations with perfect security, because the chances of war were never less probable.

Such an assurance, from such a source, was well calculated to dissipate the unpleasant rumors which had been industriously circulated for some days.—Our capitalists have regained courage, and the abundance of calls for money stock, in preference to gambling speculations have raised all prices above yesterday's closing price.

The Three per Cents improved 30c. and the Five per Cents the same. After Change hours, the Three per Cents were done at 69f. 5c.

The debates in the Chamber of Deputies were noisy, but not important. They were on the subject of the civil list and pensions.

Russia and Holland.

ST. PETERSBURG, Dec. 12.—I am informed from the best authority, that the answer to the Baron Haakon is as follows:—"The Emperor could not promise to King William the desired assistance unless His Majesty should think it his duty to accept the 24 articles but the Emperor would not take it ill if King William should wish to continue the war at his own risk. The Emperor, on the contrary, will promise him that no other Power shall interfere. Let King William, then, make an effort how far he can succeed against the Belgians."

By the brig Sophia, we have the Glasgow Courier of December 31st. It contains the Cholera report from Haddington, near Edinburgh, two days later than before received:—

December 27.—Remaining at last report 4; recovered 1; died 0; remaining 5, 9 o'clock P. M.

December 29.—Twelve o'clock, some seven cases have occurred this morning.

The disease has not been confined to the dissipated. The last fatal case was a woman who took ill on Tuesday morning and died the same evening.—One man was attacked on Thursday in the street, and having been copiously bled within ten minutes, is in a fair way of recovery.

We regret to learn that the master of one of the vessels at the quarantine station is ill of the Cholera and not expected to live.—[Edinburgh Observer.]

SUMMARY.

We understand that the Committee of Arrangements, appointed by the Common Council of this city, for the purpose of commemorating the Centennial Birthday of George Washington, have obtained the consent of Major-General Morgan Lewis to deliver an Oration on that interesting occasion.

The exercises will take place at the Middle Dutch Church, which, by a unanimous vote of the Consistory, has been offered for the occasion; and they will be opened with prayer by the Rev. Dr. Kuypers, the senior pastor of the church.

The Jefferson Fire Insurance Company have declared a dividend of four per cent. for the last six months.

A correspondent of the Wilmington Journal states that Calvin Edson, the Living Skeleton, has been arrested for debt by an individual of that town and put in prison.

The author of the famous pamphlet, in London, "What will the Lords do?" has published two more—one entitled, "What have the Lords done?" the other, "What will be done with the Lords?"

The ship GEORGE CANNING is finally lost after persevering efforts to save her, on the part of the underwriters. These efforts were very costly—and will make the loss to the offices the heavier.

Of the GEN. PUTNAM the latest news is, that a heavy sea was running in, that no part of the cargo had yet been taken out, but the lighters were at hand and the probability was that most of the dry goods would be saved in a damaged state, and the ship lost with perhaps a portion of the heavy cargo at the bottom.

SURVEY OF THE COAST.—In 1807 an Act of Congress was passed, making provision for the survey of the coasts of the United States. A fine set of instruments was procured, and we know not what other steps taken, but the business was after all left undone. Mr. Hoffman from the committee on Naval Affairs in the House, has brought in a bill reviving the former Act, (the coast of Florida to be included in the survey,) and appropriating \$20,000 to carry the object into effect.

FLORIDA.—The inhabitants of Key West have petitioned the Legislative Council for an act to incorporate the city of Key West.

We observe, as just published in Tallahassee, *The Lost Virgin of the South*, a new Historical Novel, by Don Pedro Cassender, in one volume of 327 pages.

INSURRECTION IN JAMAICA.—The Boston papers of Saturday state, that a letter had been received in that city from Havana, which says that there was an arrival there from Jamaica, bringing late intelligence of the deplorable condition of that island.—The Negroes, 15,000 strong, and well armed, had entire possession of the interior, and were desolating the island with fire and sword.

GENERAL SESSIONS.—The February term of the General Sessions commenced yesterday. Present, the Recorder, Aldermen Palmer and Woodruff.—The following persons compose the Grand Jury:

John Adams, Foreman,	John L. Moffat,
Nath'l L. Griswold,	George Conklin,
Peter L. Vandervoort,	Charles Wardell,
Peter Titus,	Marcus Wilbur,
Charles March,	James H. Braine,
Lockwood Feeks,	Garrick Storm,
Jeremiah Lounsbury,	Jared L. Moore,
John L. Ireland,	Benjamin Birdsall,
Wager Hull.	

The calendar contains 49 prison cases; eleven of which are for grand larceny; four for forgery, and three for highway robbery.

The Legislature of New-Jersey, dispersed in December last by the influenza, re-assemble to-day. The Subscription Bill, as it is called, which gets the

state to become a subscriber to the stock of the Delaware and Raritan Canal, and Camden and Amboy Rail-road Companies, which was passed by the Council before the adjournment, will be among the earliest and most important bills submitted to the House.

EULOGIUM ON THE LATE DR. PENDLETON.—This tribute to the memory of a much lamented man, will be delivered this day, (Saturday,) in the chapel of Columbia College, by Dr. G. S. Bedford.

We regret to learn that Judge Ruegels, of the Second Circuit, is dangerously ill with typhus fever at Poughkeepsie.

CENTENNIAL CELEBRATION OF WASHINGTON'S BIRTH-DAY.—Extensive preparations are making in many of the States to honor this anniversary. New York will not be among the least conspicuous on such an occasion, when the feelings and affections of a great people for the memory of that unrivaled man can be publicly manifested.

Both houses of Congress have appointed Committees to devise a proper mode of celebrating the day. In the Senate, however, some of the Senators named on the committees have declined serving—viz. Messrs. Tazewell of Va., Troup of Ga., White of Tenn., and Smith of Md.; the latter from infirm health—the three former as not approving of the celebration.

DANISH CLAIMS.—The Board of Commissioners under the Convention with Denmark adjourned Friday, 3d inst., after a session of about four weeks.—We understand, says the National Intelligencer, the Commissioners decided all the cases presented by the claimants, and finally disposed of about 150 memorials. The Board press very earnestly upon the claimants to prepare their cases for the next meeting of the Board, which is to commence on the 23d of April next.

The City Mission.—From the First Annual Report of the Managers of the New-York Episcopal City Mission Society, we learn that the plan of this society was formed about 18 months ago, and it has been in existence only three months. Their first missionary, the Rev. Bonj. C. Cutler, has been for some time engaged in the business of the mission in the church in Vandewater-street, which has been purchased for that object.

Services are held three times every sabbath, and once on Thursday evening; and persons of all classes are freely and gratuitously admitted to attend public worship. The vicinity is inhabited by great numbers of the poor and ignorant, and the place is very accessible to seamen. A sabbath school has also been established in the basement story of the church, including an infant department; and a daily infant school is in contemplation. One of the excellent objects designed by the mission, is that of forming a library in question with each church.

We regret exceedingly to say that Dr. Hare, the eminent Professor of Chemistry in the University of Pennsylvania, is disabled, for the present, by an accident which occurred in his laboratory at noon yesterday. When ready to proceed to his lecture room at the usual hour, he called for a small bottle of fulminating silver, of which he desired to exhibit a specimen to his class. The powder, probably about two ounces, exploded shortly after he had taken it into his hand; from what cause has not been ascertained. He was very severely wounded in the face; but not so as to endanger his eye-sight. His right hand was very badly lacerated and bruised, but we are enabled to state that the necessity of amputation is not apprehended. There were present at the time, two men employed as assistants, and three young students. One of the men and one of the students, were wounded but not dangerously. The other two young gentlemen, though about ten feet distant from the Professor, were knocked down by the concussion, but not injured. The explosion resounded through the rooms of the University, and the Professors who were at hand hastened to the laboratory, where every assistance required was given immediately.

The occurrence has been mentioned in a morning paper; and several incorrect reports are already abroad, so that we have thought it right to give what we know to be an accurate statement.—[Philadelphia Chron.]

A New Charge.—The old man who owns the farm opposite to which the George Canning went on shore, sent a bill on board the other day for beachage of the ship, twenty dollars. Part of the charge was understood to be for the privilege of picking up wood on the shore. He intimated that it was as low as he could afford, because so few ships came to his beach; almost all of them going ashore further South.—[Journal of Commerce.]

COLUMBUS, Ohio, Jan. 31.—Melancholy Stage Accident.—As the Cincinnati stage was this morning descending the hill in the vicinity of Big Darby creek, about 15 miles from this place, the carriage upset, and instantly killed Mr. Archibald Graham, of Cincinnati. There were eight passengers in the stage at the time none of whom were injured seriously, except the unfortunate individual above named. Mr. Graham was sitting against the door, which gave way and let him out in time for the whole weight of the carriage to fall on him. No sign of life was discovered in him after the falling of the carriage.

[Mr. G. was on his way to New-York: he was a partner in the house of A. L. Halsted & Co.]

CANANDAUGA, Feb. 1.—Fire.—Our citizens were roused from their slumbers, about 4 o'clock on Sunday morning, by the cry of fire, which was found to proceed from Masonic Hall, occupied by Messrs. Howard and Neel, merchants, and by Mr. Howard, as a dwelling. Before the engines and citizens could assemble in sufficient numbers to offer any resistance, the flames had made such progress, as to render all efforts to subdue them wholly ineffectual, and the building, with the kitchen and store house attached, was reduced to ashes, together with the almost entire stock of merchandise of Messrs. H. & N. and all the household furniture of Mr. Howard, including the family clothing, &c. The wooden buildings each side of the Hall, distance a few feet only, and barns in the rear, were all saved. The fire took in the store, about the centre of the dry goods side, and distant from any fire place or stove pipe. The manner therefore in which it caught, remains unexplained. It was discovered by Mr. Howard, who happened to be sitting up at the time with a sick child; a providential circumstance—for had the family been all in bed and asleep as usual at that hour of the night, the probability is, that all would have perished in the flames. When Mr. H. entered the store it was so full of smoke, as almost to cause suffocation, and he could only remain long enough to secure the books, accounts, and papers.

[From the Camden (S. C.) Journal.]

MELANCHOLY OCCURRENCE.—At about 8 o'clock on the night of the 13th ult. a negro woman the property of Mr. Isbell, of Bear Creek, Fairfield District, came to her master seemingly much agitated, and informed him that two runaway negroes, with packs on their backs, were in the lane, armed with dirks or knives, and declaring that they would not be taken by any person. Mr. Isbell, who was sitting by the fire in his stocking feet, instantly rose and without waiting to put on his shoes, took down his gun, and went in pursuit. The two supposed runaway negroes made off, and Mr. Isbell pursued them, encouraging his dogs that were baying them for near a quarter of a mile, came within 15 or 20 yards of the supposed runaway negroes, when one of them turned round and threw stones or junks back but did not speak; Mr. Isbell then fired his gun at one of them who instantly exclaimed, "I am a dead man," staggered a short distance and fell. The other person ran off. Mr. Isbell then advanced to the fallen person, and to his unspeakable horror, found it to be his near neighbor and friend, Mr. Meredith Wilson, and not a runaway negro. Mr. Isbell called out immediately for assistance, sent for his neighbors, and had Mr. W. carried back to his house on blankets, went after a doctor, and rendered him every assistance in his power; but all in vain! The wounds were too deadly; nine buckshot having entered his abdomen, and four through his right-hand; he expired in about 17 hours afterwards.

The person in company with Mr. Wilson when he was shot, was a lad that lived with him of the name of Jackson Motley, who testified before the Coroner's Jury "that Wilson and himself were returning from Columbia with one of their neighbors who had been there with a wagon—they had left the wagon to go through Mr. Isbell's lane for a nearer way home, had seen a negro or negroes, but did not speak to them—was bayed by dogs—saw some person in pursuit, who encouraged the dogs—he heard and saw the gun fire—he heard Mr. Wilson exclaim "I am a dead man," and then he ran off. He also stated, as well as the other witnesses, "that he never heard of any thing but harmony and good

feelings between Mr. Wilson and Isbell; the confession of the latter concurring literally with that of all the testimony before the Jury.

This awful occurrence, has widowed an amiable and affectionate woman, deprived three helpless infant children of a tender father, and the neighborhood of one of its best citizens. The laconic feelings of Mr. Isbell can be better imagined than described.

The verdict of the jury was in conformity with the above facts.

TUSCALOOSA, January 21.—Extraordinary sale of Negroes.—On the first Monday of this month, the administrators of William Jamison, deceased, proceeded, agreeably to notice duly given, to dispose of his property, on the plantation, a few miles from Tuscaloosa. The Negroes, old and young, sick and sound, to the number of ninety, were sold mostly in families, at twelve months credit, with sufficient security, and brought the enormous sum of *forty-one thousand and thirty-one dollars and fifty cents*. They were appraised by competent persons and good judges of that kind of property to within a fraction of half the sum for which they sold, and but for the late law passed by the Legislature relative to the introduction of slaves into this State, it is presumed would have been purchased at a price not exceeding their valuation.—[Alabama Intell.]

Duel.—A letter received in Boston on Wednesday last, from Columbus, Geo., gives an account of a duel that took place on the 21st ult. between Gen. S. Woodfolk, Senator from Muscogee county, Geo. and J. T. Camp, Esq., a lawyer of Columbus, in which the former was shot dead upon the spot, and the latter dangerously wounded. Mr. Camp was the challenger.

In relation to this duel we find in the Augusta Chronicle the following:

Extract of a letter from Columbus, Geo.

"On yesterday, (23d ult.) I witnessed the duel between Maj. Camp and Gen. Woolfolk. They had but one shot each. Gen. Woolfolk shot first, and his ball passed through the flesh of Maj. C. an inch above the navel. The wound, by many, is thought slight, but his surgeon thinks it dangerous. After Maj. Camp received the wound, he shot Gen. Woolfolk. His ball passed through W. above the heart. Woolfolk walked seven steps towards the crowd of spectators, and said "he has killed me." The blood gushed out of his mouth; he viewed it attentively—laid himself upon the ground, and expired immediately, without having again spoken."

Another duel took place on the 28th ult. in Georgia, between Mr. Gist and Mr. Fair, both of South-Carolina, in which the latter was shot through the heart. "The scene was truly melancholy," says one of the spectators, "as Mr. Fair, who was killed, had three brothers and other relations on the ground."

CHARLESTON, S. C., JAN. 28.—Failure of the Mail, and Death by Cold.—We have no mail to-day north of Petersburg, Va. A gentleman from Georgetown brings the information that the driver between that place and Fayetteville had been frozen to death on the road—and that several other drivers on the road had been severely frozen.

PHILADELPHIA.—The river is entirely open, and navigation has been resumed. We hope that all the steam boats will soon be in motion. Very early on Sunday morning, the bridge at Columbia was lifted up and carried off by accumulated masses of ice.—The stage from Baltimore was approaching it, when cries were heard warning the driver of his peril.—The passengers could hear the work of destruction. The stage proceeded to Harrisburgh, and found much difficulty in getting over many parts of the route. It is full time, indeed, that congress should think of the construction of a mail road between the cities of Baltimore, Philadelphia and New York.—[Nat. Gaz.]

OUR CLIMATE.—*Nashville, Tennessee, Jan. 25.*—A very great change has taken place in the atmosphere within the last twenty-four hours, and an immense contrast is presented between the weather of to-day and that of last week. Yesterday afternoon it commenced snowing, the wind blew keenly and the mercury fell rapidly, until, from 45 deg. at which it stood yesterday morning, it reached, at sunrise this morning, *one deg. below zero*. Last Wednesday, it was uncomfortably warm for the season, the thermometer standing at 72 deg.; to-day the ground is covered with snow and the thermometer stands at near zero.

This is decidedly the coldest day we have had this

winter. At 2 o'clock P. M. the thermometer was at 6 deg. The lowest point at the same hour on any previous day was 18 deg.

Commerce of the West.—A memorial of sundry persons engaged or interested in the commerce of the Western waters, the object of which is to solicit Congress to establish a National Hospital on the Ohio River, represents that the commerce of those states, which are wholly or in part dependant upon the Ohio and its tributary streams for conveying their surplus productions to market, now gives employment to 160 steamboats, 5000 flat-boats or arks, and to not less than 40,000 men and boys.

Melancholy.—The schr. Triton, Captain Tillett, with a cargo of corn, from Plymouth, N. C., was upset on Wednesday, about 6 P. M. off the bar, in six fathoms water, when the captain, mate, pilot, and two seamen perished. A man named Eldridge, the only survivor, was taken off the wreck 24 hours after, by the pilot-boat Tybee, and sent to the Hospital. The pilot's name is William Kemp.

We fear the cold north-west wind of that night has been productive of other injury on the coast.—[Savannah Georgian, 28th Jan.]

Civil vs. Military.—We learn that a process has been commenced against Major Mitchell, of the Court Martial, who caused the imprisonment of Mr. Crocker. Damages laid at \$5,000.—[Jour. of Com.]

A child about six years old was found dead in an open lot in the rear of a school house, in Rivington street, on Sunday morning last. From the bruises on its head, there can be no doubt that it was brutally murdered. Its mouth had the appearance of having been eaten by rats, from which it is supposed that it was first concealed in a cellar.—[ib.]

LATEST FROM LIBERIA.—By the arrival at Baltimore of the schooner Orion, from Cape Messurado, the Liberia Herald of the 22d of December has been received, from which the annexed paragraphs are copied:—

MONROVIA, DEC. 22.—*Arrival of Emigrants.*—In our last, we had the pleasure of announcing the safe arrival of the Criterion, and it is our privilege this month to notice the arrival of the schooner Orion, of Baltimore, with thirty-four emigrants, sent out at the expense of the Maryland State Colonization Society; and the schooner Margaret Mercer, purchased and fitted out with suitable cargo, at the expense of the Pennsylvania Colonization Society for the use of the Colonial Agency. The Margaret Mercer also brings out nine emigrants from Philadelphia, as many as she could accommodate. She is a fine vessel, reflecting high credit upon the untiring bounty of her noble spirited donors. She will remain on the coast, and will supply the place of the Messurado, and be eminently serviceable in lessening the expenses of the Agency. From late occurrences at the South, which we deplore as much as any man possibly can, we are led to conclude, that a new impulse will be given to the noble scheme of Colonization.

Ourselves.—We have heard from some persons who have lately arrived in the Colony, that it is currently reported, that we are anxious to return to the U. S. but are not allowed so to do. This is really laughable.

Mortality at Liberia among the emigrants per Vessel, of Baltimore.—In our August number we stated that we knew from an authentic source (Dr. Todson, Colonial Physician) that but two of the emigrants in the above vessel had died. This does not appear to satisfy Mr. Garrison, of the Liberator, who calls upon his readers to mark our deception! We repeat again, not only on the authority of the Colonial Physician, but from our own knowledge of facts.

MISCELLANY.

[From the *Journal of Commerce*.]

UNITED STATES BANK.—We have before us a report from the Secretary of the Treasury, dated Jan. 23d, in compliance with a resolution of the Senate, directing him to communicate, if able, a list of the foreign stock-holders in said Bank, the amount of debts due the Bank and its Branches from individuals and bodies corporate, a list of the Directors of the Bank and its several Branches, the names of domestic stockholders, with the amount held by each, and their places of residence. The Secretary of the Treasury not having in his possession the means of answering these inquiries, addressed a note to the President of the Bank, soliciting the information, which was promptly furnished.

It appears that the amount of stock held by foreign-

ers is 84,055 shares; equal to \$8,405,500, without including the premium. The heaviest foreign stock holders are as follows:

	Shares.
Baring, Brothers & Co.	7915
John Marshall	3878
Charles Dixon	2500
Thomas Cotterell et. al. trustees	1829
Sparks & Co.	1236
Benjamin Heywood	1784
Jonathan Austin	1200
The Most Hon. Francis C. S. Conway, Marquis of Hatfield,	1003
James Drake, Havana	1000
Abel Smith	1000
John Martin & Co.	924
Don Jose Xafre	900
Samuel Sherwood	875
James Pierson	864
Cropper, Benson & Co.	815
Robert Philips	800
Gen. Sir William Keppel	722
Ann Redfern	716
Maj. Gen. Macdonald	649
Mrs. Condeletaria Bell	637
Lord Erie Reery	600
John Van Haize	593
James H., William P. & Wm. H. Anderson	550
Thos. P. Ackland	540
Thomas Sexton	538
James Brown, Leeds.	537
Edward Ball Hughes	510
Sir Edward Tucker,	502
J. L. Lane	500
E. Stoth	500
Lt. Gen. Sir Marmaduke W. Peacocke	500
John Overend	500
Hudson Gurney	500
R. & J. T. Barclay	500
Sir Colin and Sir Richard H. Campbell	371
Rev. Geo. Gordon, D. D. Dean of Lincoln	311
James Dunlop	300

There are 30 or 40 others, besides those we have enumerated, holding from 300 to 500 shares. The whole number of foreign stock-holders is 470.

The amount of bills discounted by the Banks, and its Branches on personal security, is \$16,750,570 34. Bills discounted on funded debt, 18,480 00. Do do Bank stock, 731,157 55. Domestic bills of exchange, 16,691,126 34. Mortgages, 206,394 66.

Total, 366,405,103 97. Due from State Banks, 3,944,847 74.

The domestic stock-holders of the Bank are, we count them, 3602 in number, residing in the following States. The number of shares held in each State, is given in the second column.

State.	No. of Stock-holders.	No. of Shares.
Maine	14	498
Vermont	2	27
New Hampshire	24	+301
Massachusetts	Besides Boston 53 Boston, 158	11,175
Connecticut	60	1,239
Rhode Island	36	1,218
New York	Besides the city, 69 City, 373	30,891
New Jersey	75	2,787
Pennsylvania	872	51,028
Delaware	42	1,531
Maryland	Besides Baltimore, 119 Baltimore, 505	34,235
District of Columbia	61	2,726
Virginia	203	11,617
North Carolina	36	2,391
South Carolina	Besides Charleston, 176 Charleston, 554	49,242
Georgia	42	1,981
Ohio	14	656
Kentucky	92	268
Tennessee	5	50
Indiana	2	167
Illinois	2	119
Louisiana	17	42
Arkansas	1	356,000
Dom. Share-holders	3002	Shares, 175,626
Foreign Share-holders	470	84,055
United States		70,000
In transitu between the diff't Transfer Offices		325

These, at \$100 each, make the amount of capital, viz. \$35,000,000. Present premium per share, \$124 1-8 to \$124 1-4. Some of the largest domestic stockholders are as follows:

Stephen Girard	6331
Charles Carroll, of Carrollton	2683
Robert Raiston, of Philadelphia	2026
Wm. J. Barkdale, of Virginia	1500
Bernard M. Carter, Pennsylvania	1417
John Foster, South Carolina	1400
Wm. G. Buckner, New-York	1166
Don Francis Layzell, New-York	1150
Peter Harmony, New-York	957

Lewis Kershaw & Co. South Carolina	322
John G. Coster, New-York	300
Mills Smith, New-York	376
Leviel Taylor, Maryland	370
Glenning, New-York	369
Don Francis de Lasus, New-York	368
B. & J. Bohlen, South Carolina	330
Daniel C. Verplanck, New-York	328
Stephen Bulkeley, South Carolina	320
F. Brown, North Carolina	312
Wm. Patterson, Md.	310
Robert Gilmore, do	308
Mrs. Anna Donnell, do	308
Prine, Ward & King, New-York	308
Wm. Colemen, Pennsylvania	308
John Gibbs, do	308
Brown, Brethera & Co. New-York	308
Thomas C. Vanderout, South-Carolina	308
James De Wolf	308
William Brown, Pennsylvania	308
Gardiner Greene, Boston	308
Col. Wm. Alston, South-Carolina	308
Wm. Wigham, do	308
Isaac Smythe, Maryland	308
Coster & Carpenter, New-York	308
Thomas F. Cope, Pennsylvania	308
Paul Beck, Jr., do	308
Mrs. Mary Ann Gilmore, South-Carolina	308
Robert F. Stockton, New-Jersey	308
Wm. Aikin, Charleston	308

The amount of specie on hand at the Bank of the United States, and its several Branches, on the 1st of January, 1833, was as follows:—

Bank United States	2,311,540 83	Mobile	153,071 72
Office		New-Orleans	510,345 06
Portland	70,482 23	Natches	57,016 28
Boston	50,111 76	St. Louis	136,367 51
Providence	328,577 55	Nashville	167,566 30
Hartford	102,627 74	Louisville	317,521 26
Harford	23,000 00	Lexington	51,513 06
New-York	56,682 64	Cincinnati	111,020 17
Baltimore	22,000 00	Pittsburg	31,000 04
Washington	54,610 54	Buffalo	104,222 46
Richmond	197,219 02	Utica	26,750 00
Norfolk	112,159 28	Burlington	72,455 48
Fayetteville	18,443 75	Agencies	
Charleston	371,465 80	Cincinnati	
	376,842 24	Savannah	Chillicothe

Total 7,036,823 13

*There appears to be a mistake in the number of shares owned in New-Hampshire, which should be 511 instead of 301; and of course the footing would be affected accordingly, leaving a less amount in transitu.—[Eds. Jour. of Com.]

The Tragedy of Douglas.—It may not be generally known, that the first rehearsal of this tragedy took place in the lodgings in the Canouga, occupied by Mrs. Sarah Ward, one of Digg's company; and that it was rehearsed by, and in the presence of, the most distinguished literary characters Scotland could ever boast of. The following was the cast of the piece on that occasion:—

Lord Randolph, Dr. Robertson, principal, Edinburgh.

Glenalvon, David Hume, historian.

Old Norval, Dr. Carlyle, minister of Musselburgh.

Douglas, John Home, the author.

Lady Randolph, Dr. Ferguson, professor.

Anne, (maid) Dr. Blair, minister, high church.

The audience that day, besides Mrs. Digges and Mrs. Sarah Ward, were the right hon. Lord Wilbans, Lord Milton, Lord Kaimos, Lord Monbodo, (the two last were then only lawyers,) the Rev. John Steele, and William Home, ministers. The company (all but Mrs. Ward) dined afterwards at Grisick Club, in the Abbey.

The above is a signal proof of the strong passion for the drama which then obtained among the literati of this capital; since then, unfortunately, much abated. The rehearsal must have been conducted with very great secrecy; for what would the Kirk, which took such deep offence at the composition of the piece by one of its ministers, have said to the fact, of no less than four of these being engaged in rehearsing it and two others attending the exhibition? The circumstance of the gentle Anna having been personated by Dr. Blair, minister of the high church, is a very droll one.—[Edinburgh Eve Post.]

[From *Frazer's Magazine*.]

RIGHT HON. JOHN WILSON CROKER.—There is not a cleverer fellow in the dominions of King William the Fourth than the gentleman so luxuriously lapped up in a dressing gown on the opposite page, nor one who has done so little in comparison with his powers. Born a wit, he has contented himself with laughing at the pretensions of others, without making any effort of his own. In his earlier days the butts whom he selected were the most important which the idleness of a provincial city could afford—the players in the Dublin theatre. As he advanced in life, he found objects of ridicule and laughter in the more serious-looking mummery who fill, in this country, the offices of statesmen and senators. The saucy spirit that gave caustic to the *Familiar Epistles*, animated the pen which sailed Whigs and Whiggery in the satiric articles, grave and gay, of the *New Whig Guide*, the *John Bull*, the *Quarterly Review*, and fifty other vehicles

of minor renown. But the glories of the profession from which he selected his original victims, the stage, are not more fugacious than those of the political wit. His gibes, his sarcasms, his bitter allusions, his graphic comicalities, his quizzes, his paradoxes—are all admirable at the moment, and objects of the highest applause with his party—in a few years they are gone—as flat as uncorked soda-water, the bubbling gas fled for ever, and the vapid residue only left behind. Therefore, it is that those who, like us, think highly of Mr. Croker's genius, are anxious that he should, yet, while his powers are as vigorous as ever, give the world something by which succeeding generations may appreciate him. His edition of *Boswell's Johnson* is an amusing and almost a necessary book : but the industry and the ingenuity wasted upon the *classe de néant*, which, after all, made up the staple of his additions, might have been better applied. Such works convey little more renown than those official treatises which it was lately his duty to superintend. He was once asked at a large party, by the bluestocking countess of B—, if he had brought out any new work. "Nothing," he replied, "since the last *Minty Act*." He silenced the lady; but now that he is free from such routine toil, ought we not to expect something else? We are much mistaken if he has not some concealed work, some treasured gem, which may yet, but perhaps not until after his death, burst suddenly upon the world. In many matters he is a professed admirer of Horace Walpole—in some respects an imitator. Do we hazard an unlucky guess, when we say, that nothing is more prehensive than that "Memoirs to serve for the History of England in the first years of the nineteenth century," lurk in the escritoire of the ex-secretary, and that every day is adding to its store. If such a book do exist, what queer characters of certain persons, what shrewd remarks on party history, what thorough contempt for mouth-honored leaders, what biting sarcasm and unspareng satire, may we not be prepared to find! But as we have anticipated that its publication will not take place until after the death of its author, we hope that its appearance will be long protracted.

Ireland boasts the birth of Mr. Croker—he is a Galway man. His father, who finally held a high situation in the excise, was a wit in his way, and though he never translated the *Satires Ariosto*, as Haslett strangely fancied, was no far poetical as to sing a most excellent song. Croker was bred to the Irish bar; accident threw him into parliament; his advocacy of the Duke of York smoothed his way to office. In two-and-twenty years administration of the Navy, it will not be difficult for the disappointed to find matter of censure; but now that he is out, justice allows us to say, that his attention was unremitting, and his activity unrewarded. By the simplicity and comprehensiveness of his arrangements, he has rendered the management of the multifarious concerns of our Navy, in all its branches, as easy as that of a private counting-house; and even those who grumbled beneath his rule are now beginning to think that there is much truth in the old adage which tells us that "seldom comes a better." In parliament he is assuming that station, from which he has too long suffered himself to be shouldered by plausible mediocrity, supported by hypocritical candour, and the low underling tactics of St. Stephen's and Whitehall. But this had better be treated of elsewhere.

We start him for Secretary of State in the next ministry.

ANALECTA.

The race of man to advance whose manly happiness is our duty, and ought, of course, to be our endeavour, cannot long be happy without virtue, or actively virtuous without freedom, or securely free without rational knowledge.—[Sir Wm. Jones.]

"John Milton a man in whom were illustriously combined all the qualities that could adorn, or could elevate the nature to which he belonged:—a man who at once possessed beauty of countenance, symmetry of form, elegance of manners, benevolence of temper, magnanimity and loftiness of soul, the brightest illumination of intellect, knowledge the most various and extended, virtue that never loitered in her career nor deviated from her course: a man, who, if he had been delegated as the representative of his species to one of the superior worlds, would have suggested a grand idea of the human race, as beings affluent in moral and intellectual

treasure, raised and distinguished in the universe as the favorites and heirs of heaven."—[Rev. Charles Symmons, D. D. Oxon.]

Statesmen and warriors may grow great from unexpected accidents, and from a fortunate concurrence of circumstances, neither procured nor foreseen by themselves; but reputation in the fine arts or the learned world, must be the effect of industry and capacity.—[Northcote's Life of Titian.]

Who would not tremble at taking up his pencil to trace so tremendous a subject? I see in the midst of innumerable beings, Antichrist, with features which you alone could imagine; I see terror impressed on the face of the living; I see the faint traces of the sun, the moon and the stars, whose fires are perceptibly diminishing. The elements appear dissolving. I see all nature horror-struck, barren, and gathered up in its decrepitude. I see time emaciated and trembling; who, arrived at his last stage, is reposing on the dried up trunk of a tree; and while the trumpets of the angels resound through all hearts, I see Life and death overwhelmed with extraordinary confusion; the one is wearied out with lifting up the dead, while the other strikes down the living. Behind I see Hope and Despair, conducting troops of the good and the bad. The sky is suffused with the brightest rays; Christ, seated on clouds, is environed with splendor, and with the terrors inspired by the heavenly hosts. His face is resplendent with light; and his eyes, shining with a soft and yet terrible fire, fill the virtuous with lively joy, and the wicked with mortal fear. I see ministers of hell with horrible countenances, who, surrounded by the glory of saints and martyrs, mock the Caesars and Alexanders for conquering the world, and yet not knowing how to get the better of themselves. I see Renown, with her crowns and palms trodden under foot, thrown down under the wheels of her own triumphal chariot.

I hear the Son of God pronouncing the last judgment. At his voice the good and the bad are separated; the world crumples to pieces at the peals of thunder; darkness divides paradise from the furnaces of hell. In retracing these terrible images, I said to myself, one would tremble as much at seeing the work of Buonarotti as at the day of judgment itself.—[Pietro Aretino on Michael Angelo's Last Judgment.]

Our supper was most pleasant. The guests being select prolonged the sweetness of our most pleasing conversation. We agreed with that platonic philosopher, that a meal made with so much delight is a great refreshment for the fatigue both of mind and body; it keeps up friendship, calls forth confidence, and scatters life and joy through the flowers with which it is crowned. It is, in short, the seat of the Graces and the solace of life. As to the number of guests, it ought to be, according to Varro, either that of the Graces, or, at any rate, not to exceed that of the Muses. We took care not to go beyond the prescribed number; we were between the Muses and Graces.—[Claudio Tolomir to Giovanni Francesco Grimani.]

I heed not the hackneyed opinion, that youth is exclusively the happiest season of life. It is not always so. With many individuals, it is far too busy with tumultuous feelings, and too boisterous with unrestrained passions, to admit of happiness. It is too poignant in hope, and eager in expectation, for any earthly joy to yield real gratification. Then the want of self-command, and experience in the ways of life, are constantly inducing errors, from which the heart shrinks, without being able to avoid them. Happiness is a tranquil sentiment, and youth is rarely tranquil. Besides, at that season, the heart has not become inured to the treatment of a selfish world. All the freshest feelings of unabridged affection, and the buoyant soarings of ardent hope, are sent forth confidently into that icy region from which they return cowed and chastened to the chilled and wounded bosom. By and by, experience teaches that little is to be gained in a liberal intercourse of thought and feeling, with people who have learnt to take all they can get, and to return nothing in exchange for disinterested affection. A cloud gathers over the gay prospects of youth, and the heart learns to dispense its treasures less prodigally for the future.—[Mrs. Cary's Letters.]

[From Foreign papers.]

Death of John Henderson, the Comedian.—On Monday afternoon after most severe attack of inflammation, which kept him in excruciating agony for three hours, John Henderson expired. He was for many years a faithful servant to the late Mr. Elstion—a useful actor, particularly in pantomime—and must be well remembered by the frequenters of our minor theatres. Henderson was a determined dram drinker—gin was his favorite beverage; and it was by no means an uncommon thing for him to swallow sixteen glasses of raw gin in the course of a morning! A friend latterly told him, by way of warning, the anecdote that is related of Sheridan—namely, "that if he (Sheridan) did not abstain from his devotions to Bacchus, he would destroy the coats of his stomach." Sheridan replied, "then my food must digest in my waistcoat." Poor Henderson said, "tis very well, my friend, to talk of actors, out of situations, drinking—the fact is they can get drunk, but no one thinks of asking them to eat—they at length lose all appetite, and are only capable of taking liquids."

Sand as a Manure.—An elaborate report on this subject has been presented to the French Academy of Sciences; good arable land is proved to contain four primitive earths, the varied proportions of which form the different qualities of the soil. It appears the silicious principle prevails in good land. M. Chaptal found of it 49 per cent. in the most fertile soil on the banks of the Loire; Davy extracted 60 from the best of the English soils; and Gibert found 79 in the most productive lands near Turin.—M. Dutrochet made the experiment of covering with sand previously unproductive land, and obtained by this means crops as good as in the most (naturally) fertile soil in the vicinity, and he gives it as his opinion that its great fertilizing virtue consists in its allowing both water and air to reach and penetrate to the roots of the vegetable, of which they form the two principal elements.

Sir Walter Scott.—We have heard a gentleman who was one of the party at Dunvegan during the visit of Sir Walter Scott describe in enthusiastic terms the extent, variety, and richness of the conversational powers of the illustrious novelist. In one of their evening parties a young lady who was present made some involuntary exclamation respecting Sir Walter's wonderful memory, when, as an instance, he said, of what his memory once was, he related the following remarkable circumstance:—His friend Mr. Thomas Campbell called upon him one evening to show him the manuscript of a poem he had written—*The Pleasures of Hope*. Sir Walter happened to have some fine old Whiskey in the house, and his friend sat down and had a tumbler or two of punch. Mr. Campbell left him; but Sir Walter Scott thought he would dip into the manuscript before going to bed. He opened it, read, and read again—charmed with the classical grace, purity and stateliness of that finest of all our modern didactic poems. Next morning Mr. Campbell again called, when, to his inexpressible surprise, his friend on returning the manuscript to its owner, said he should guard well against piracy, for that he himself could repeat the poem from beginning to end! The poet dared him to the task, when Sir Walter Scott began, and actually repeated the whole, consisting of more than two thousand lines, with the omission of only a few couplets.

A Miz-Chance.—The unexpected marriage of the Earl of Harrington with Miss Foote was as sudden as it was singular. The Noble Earl having taken great interest in Madame Vestris's *Olympic speculation*, exerted himself warmly in her support, and one evening invited her to supper at Harrington House, and to bring Miss Sydney with her for a companion. Something occurred to prevent Miss Sydney from accompanying the fair Lassie, who, in consequence, introduced Miss Foote, when the latter by her graceful and unassuming manners, combined with her personal beauty and accomplishments, so completely won the affections of the Noble Earl, that he immediately offered her his hand, with an earnest desire that the nuptials might be solemnized on the ensuing morning. The lover's ardor effectually overcame the reluctance of the lady, and on the ensuing morning Miss Foote became the Countess of Harrington. We have every reason to believe that there is not a happier couple than the Noble Earl and his lovely and talented bride. It is not possible for us to say what prevented Miss Sydney from accepting the Earl's invitation, neither can we presume to imagine the nature of that young lady's thoughts upon the singular result, but certainly there is every appearance of her having lost a chance.—[Morning paper.]

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NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, February 8, 1832.

ASHES—	Rye Flour.....do	4 75	a	—	PROVISIONS—		
Pot, first sort...100 lbs	5 00	a	—	Indian Meal.....do	3 50		
Pearl.....do	5 00	a	—	Do. hhd 16 00	a		
BARILLA—	FRUIT—			Do. Primo.....do	9 00		
Tenerife.....ton	38 00	a	45 00	Do. Cargo.....do	9 50		
BEESWAX—	Raisins, Malaga...cask	—	a	10	Do. Philadelphia.....do	9 50	
Whiteper lb	44 a	45		Butter, N. Y. Dairy..lb	15		
Yellow.....do	12 a	20		Do. Shipping.....do	11		
BOTTLES—	Do. muscatel.....do	3 00	a	13	Hog's Lard.....per lb	9	
Bristol, Porter...gross	7 00	a	5 00	Do. Fork, Mess.....do	13 00		
Newcastle Wines...do	7 00	a	7 50	Do. Prime.....do	11 00		
BREAD—	Almonds, soft shell.....do	11 a	12	Do. Cargo.....do	10 00		
Navy.....per lb	3 a	—	Do. shelled.....do	14	Cheese, American..lb	5	
Pilot.....do	4 a	—	Figs, Smyrna.....do	10	Hams, Virginia.....do	10	
Crackers.....do	6 a	6	Filberts.....do	7	Do. Northern.....do	9 a	
BRISTLES—	Prunes, Bordeaux.....do	14 a	18	RAGS—			
Russia, first sort...do	60 a	70	Tamari.....do	4 a	Foreign.....do	4 a	
Do. common.....do	20 a	40	Wheat, North river..bush	—	Country.....do	3 a	
American.....do	15 a	60	Do. Genesee.....do	—	RICE.....100 lb	2 75	
CANDLES—	Do. Virginia.....do	1 12 a	1 15	do. Turk's Island..per bush	43	a	
Mould, tallow.....do	12 a	13	Isle of May.....do	45	45		
Dipped.....do	11 a	12	St. Ubes.....do	—	do. St. Ubes.....do	—	
Sperm.....do	37 a	33	Cadiz.....do	—	do. Cadiz.....do	—	
COAL—	Do. Southern.....do	55 a	58	Lisbon.....do	—	do. Lisbon.....do	—
Liverpool, per chaldron	14 00	a	—	Liverpool ground.....do	40	a	
Scotch.....do	—	a	Barley, North river..do	—	Do. blown.....do	—	
Sidney & Bridgeport...do	13 00	a	14 00	Do. sack do. persack	1 87 a	3 00	
Albion.....do	—	a	Peas, white dry..7bshts	6 00	Refined.....per lb	—	
Virginia.....do	7 00	a	12 00	Crude E. I.do	7 a	74	
Anthracite.....per ton	12 50	a	16 00	SALT—			
COCOA—	Beans.....do	7 50	a	Russia, white.....piece	11 00	a	
Caracas.....per lb	15 a	—	Do. brown.....do	9 25	1160		
Trinidad.....do	5 a	6	SOAP—				
W. I. common.....do	4 a	—	New-York, Brown ..lb	5 a	6		
Para.....do	5 a	—	Castile.....do	13 a	—		
COFFEE—	Yams, Kentucky ..lb	0 a	—	SPELTER—			
Cuba.....do	11 12 a	13	W. India & Southern..do	24 a	3		
Brazil.....do	—	—	S. A. Horse.....piece	1 55 a	—		
Poto Rico.....do	12 a	14	SPICES—				
Lagurda.....do	11 a	13	La Plata.....lb	15 a	—		
St. Domingo.....do	12 a	13	Rio Grande.....	—	Cassia, mints.....lb	22 a	23
Java.....do	12 a	12	Brazil.....do	11 12 a	13		
Jamaica.....do	12 a	13	Do. wet salted.....do	7 a	74		
COPPER—	Oronoco.....do	13 12 a	14	Do. ground.....do	7 a	10	
Sheathing.....do	22 a	93	Nutmegs.....do	1 50 a	1 60		
Pig.....do	18 a	183	Pepper.....do	14 a	—		
Oil.....do	19 a	16	Fimento, Jam.....do	—	16		
Bolt.....do	24 a	—	SPIRITS—				
CORDAGE—	INDIGO—		Brandy, O. D. & Co. gall.	1 87 a	—		
Foreign.....do	10 a	11	Do. Rechelle.....do	1 76	1 81		
Am. Fazent....per cwt	11 a	—	Do. Bordeaux.....do	1 35	1 50		
CORKS—	Second sort, do.....do	10 12 a	13	Rum, Jam, 4th proof.....do	1 00	1 15	
Velvet.....per gross	38 a	45	Do. St. Croix, 3d do.....do	93 a	88		
Common.....do	20 a	33	Do. Wind Isl. 2d do.....do	80 a	82		
Phial.....do	6 a	10	Do. NORL'ns, 1stdo.....do	40 a	45		
COTTON—	Pig, Eng. & Scotch..ton	40 00	a	Do. Eng. 1st do.....do	36 a	38	
New Orleans....per lb	10 a	12	Gin-Holl'd, Meder Swan	1 25	—		
Upland.....do	7 1 a	10	Do. Hour Glass.....do	1 26	—		
Alabama.....do	8 a	11	Do. Scheidam.....do	1 10	—		
Tennessee.....do	8 a	9	Do. Country.....do	40 a	44		
COTTON BAGGING—	Swedes.....do	86 00	a	Whiskey, Rye.....do	32 a	35	
Hemp.....per yd	13 a	17	Cider Brandy.....do	—	—		
Flax.....do	12 a	16	STEEL—				
Do. American.....do	19 a	21	German, Has....per lb	104 a	—		
DIAPERS—	Sheet, English.....cwt	6 75	a	English.....do	11 a	14	
Russia, broad....piece	2 37 a	a	Trieste, in boxes.....do	5 a	84		
DUCK—	LEAD—		American.....do	54 a	6		
Russia, U. S.per bolt	19 00	a	British Island.....do	6 a	9		
Do. Bruisingins..do	19 00	a	St. Croix.....do	7 a	—		
Do. Zolotoff & Konopoff	17 50	a	New Orleans.....do	5 a	7		
Do. 3d quality.....do	15 50	a	Havane, White.....do	94 a	104		
Do. inferior.....do	18 00	a	Do. Brown.....do	6 a	77		
German, Half.....do	16 00	a	Do. Muscovado.....do	5 a	62		
Holland, A. A.do	24 00	a	Porto Rico.....do	6 a	7		
Ravens.....do	8 50	a	Brazil, White.....do	6 a	8		
Amer. Joye, all flax.	—	—	Manilla, Brown.....do	7 a	74		
No. 1 a 8, do	15 50	a	Lamp.....do	12 a	13		
Do. Phenix Mills, Paterson, flax, No. 1a3.	14 00	a	Loaf.....do	14 a	17		
Do. cotton, Paterson, No. 1 a 10...per yd	26 a	39	TALLOW—				
DYE WOODS—	Sheet.....do	8 12 a	—	Foreign.....do	—	a	
Brahillet.....per ton	35 00	a	American.....do	10 a	a		
Camwood.....do	—	90 00	TEAS—				
Fustic, Cuba.....do	23 00	a	Imperial.....do	1 00 a	1 25		
Do. Tampico.....do	22 00	a	Gunpowder.....do	1 10 a	1 25		
Do. Maine.....do	15 00	a	Young Hyson.....do	73 a	94		
Legwood, Campby.....do	25 00	a	Hyson Skin.....do	42 a	65		
Do. St. Dom.....do	18 00	a	Souchong.....do	38 a	62		
Do. Jamaica.....do	17 00	a	Bohea.....do	35 a	36		
Nicaragua, Bonaire.....do	—	30 00	TOBACCO—				
Do. Coro.....do	—	35 00	Richmond & Petersb. do	3 a	6		
Do. Maracaibo.....do	40 00	a	North Carolina.....do	3 a	44		
Do. Hache.....do	60 00	a	Kentucky.....do	3 a	6		
FEATHERS—	Pine.....do	2 50	a	Cuba.....do	11 a	20	
Live, Foreign....per lb	14 a	20	Manufactured, No. 1. do	10 a	12		
Do. American.....do	35 a	371	Do. No. 2. do.....do	78 a	84		
FISH—	Marinique & Guad. gall	26 a	27	Do. No. 3. do.....do	64 a	64	
Dry Cod.....per cwt	3 75	a	Ladies' Twist.....do	14 a	16		
Seals.....do	1 75	a	Cavendish, Myer's. do	12 a	30		
Pickled Cod.....per brtl	—	3 75	Whalebone.....do	22 a	23		
Do. Salmon.....do	12 00	a	WINES—				
No. 3.....do	—	13 00	Madeira.....per gall	1 25 a	2 50		
Do. Smoked, box	25 a	65	Sherry.....do	1 10 a	2 00		
FLOUR AND MEAL—	NAILS—		Canary, Cognac's. do	96 a	1 37		
New York superfine, brtl	—	6 00	Teneriffe L. P.do	88 a	1 25		
Trey.....do	—	a	Do. Cargo.....do	60 a	75		
Western Canal.....do	8 25	a	Malaga, dry.....do	48 a	56		
Ohio, via do.....do	8 75	a	Do. sweet.....do	50 a	55		
Philadelphia.....do	—	5 75	Claret.....per eask	22 00	25 00		
Baltimore Howard stdo	8 00	a	Do. in bottles, per dog	2 30 a	7 00		
Richmond City Millado	8 25	a	Lisbon.....do	80 a	1 26		
Do. Country.....do	8 75	a	Marseilles Madeira. do	41 a	64		
Alexandria & George- town.....do	8 75	a	Catalonia.....do	40 a	45		
Fredericksburg.....do	8 75	a	WOOL—				
Pensacola.....do	8 75	a	Merino, Am. fleece..lb	45 a	66		
Scratched and fine.....do	8 80	a	Do. pulled.....do	45 a	64		
Fine middlings.....do	—	a	Commo.....do	25 a	50		
			Pulled, spinning.....do	40 a	43		
			Lambs, 1st quality.....do	46 a	48		
			Do. 3d quality.....do	—	32		
			Do. 3d quality.....do	29 a	—		

SALES OF REAL ESTATE AT AUCTION.

By James Bleeker & Sons.

The two-story brick front house and lot No. 145 Sullivan street, lot 25 by 100 feet.	30,000
The two-story brick front house and lot No. 120 Nassau street, lot 16 ft. 10 1/2 front, 16 ft. 7 rear, by 26 deep.	1,000
A lot on 13th st., 125 ft from 5th Avenue, 25 by 100 ft.	250
Do. do. do.	250
Feb. 4.—House and lot No. 2 Harrison-st., lot 25 by 75.	50,000
Twelve lots and unfinished house corner avenue B and Third street.	1,000
Frame house and lot No. 14 Montgomery and Water st.	1,200
One lot and frame house adjoining on Water st.	1,200
do. do. do.	1,200
do. do. do.	1,200
do. corner Montgomery and Front st.	1,200
do. do. do.	1,200
do. do. do.	1,200
A bulkhead and water right.	2,000
Feb. 6.—The house and lot No. 103 Forsyth st., between Grand and Broome street.	33,000
The house and lot No. 39 Broad street, 106 30 feet 8 inches by 117 feet.	20,000
Two four story brick buildings No. 100 and 108 Beckman street.	12,000
Store and lot No. 290 Pearl street.	16,000
Feb. 8.—Two story brick from house and lot No. 119 Chambers street, lot 26x75 feet.	37,000
Two story brick house No. 210 Fulton street, lot 26x77 1/2 feet, house 46 feet deep.	11,000
House and lot No. 12 Grand street, between Varick and Sullivan streets.	3,000
A lot on Hudson street, between Hammond & Bank street, lot 24:10x76:94.	3,000
Two lots adjoining the above on Hudson-st.	4,000
One lot on Greenwich street, between Hammond & Bank streets.	1,000
<i>By Jacob Van Winkle.</i>	
Feb. 7.—House and lot No. 206 Elm street.	32,500
House and lot No. 328 Broome st. lot 25 by 75 feet.	30,000

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the **NEW-YORK AMERICAN**, as prepared for that paper, omitting all political subjects, except such as are of general concern.

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D. K. MINOR,
No. 35 Wall-st., New-York.

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Palmyra, Wayne County, New-York.

1st mo. 3rd, 1832.

POETRY.

[FOR THE AMERICAN.]
TO A LADY.

Thy thoughts are heavenward, and thy heart, they say,
Which Love—oh, more than human, failed to move
Now in its beauteous casket melts away,
And owns the impress of a Saviour's love.
It should be so, for never since the birth
Of Loveliness, a spirit from the sky
Purer, was breathed into a form of earth;
A nobler never garnered up on high.
Many, in days gone by—full many a prayer,
Pure and impassioned, has been breathed for thee,
By one who once thy hallowed name did dare
Prefer with his to the Divinity:—
Requite them now,—not with an earthly love,—
But since with that his lot thou can't not bless,
Ask,—what he dare not pray for from above;—
For him, the mercy of Forgetfulness. C.

Sunday Night.

[FOR THE NEW YORK AMERICAN.]

On the eve of St. Valentine's day, when the "single miserables" of Gotham are all fanning the faint embers of their hopes, to kindle a new offering to their "Tutus," the following so live against disappointment may perhaps be as appropriate in time as it is benevolent in intention. A mutilated copy of the verses once appeared in a remote provincial paper, but ten years ago, as well as too much metamorphosed, to be recognized in the restored form of the original:—

To "The Ancient and Honorable" the veteran corps of "Old Bachelors," by a Candidate for the Honors of the Order.

Ye bachelors of forty! pray listen to my song,
Your "harpes" are "on the willows" now, and mine may be
ere long;
Then let me sing, the little time still left me to enjoy,
And let a junior brother's lay your graver minds employ—
Ye, too, were young and happy once, and life appear'd so fair,
Your only thoughts were love, and wealth,—a fortune,—wife,
and heir.
Your fancies were magicians then—and castles in the skies
Arrayed in sunny tints of hope, flash'd bright before your eyes;
And ye, as boys do butterflies, pursued the floating things,
And thought, an idly, to arrest their light and gaudy wings:
Though, one by one, the pageants rose, and shone, and pass'd
away;
Yet, willing dupes, ye followed still, and thought the next would
stay;
But now, to you poor wither'd ones of forty years and more,
The golden towers have ceas'd to shine, and all their charm is
over.—
To know, the smiles in Beauty's eye no longer beam for you;
To know, the joys of married life are for the young and true
Ye know, that ye will linger out a miserable life.
Without heaven's "last, best," angel gift—a sympathizing wife.
When wasting age shall wreath its crown of thorns around your
brow,
And Nature's agonizing pulse beat quivering and low,
To know, no gentle child shall watch with tears your heaving
breast,
And with "dear father!" on its lips, beguile your sighs to rest;
Ye know, no angel of a wife shall hover round your bed,
And for your pale and throbbing brow Love's downy pillow
is spread;
To know, your wearied limbs must lie in hermit anguish down,
And ye, like "stricken deer," crawl off, to perish *all alone*.—
Then, since this dreadful fate is yours, and ye are doom'd to die,
Without a gentle spouse or child to close your hapless eye,
O club, and build a Hospital, against life's wintry weather;
And all, like Chaises pensioners, die gloriously together!

THE BELLE OF THE BALL—AN EVERY-DAY CHARACTER.—By the author of *Lillian*.

Years—years ago—ere yet my dreams
Had born of being wise or witty;
Ere I had done with writing themes,
Or yawn'd o'er this infernal Chitry:
Years—years ago—while all my joy
Was in my fowling-piece and filly;
In short, while I was yet a boy,
I fell in love with Laura Lily.
I saw her at the county ball—
There, when the sound of flute and fiddle
Gave signal sweet in that old hall,
Of hands across and down the middle,
Here was the subtlest spell by far
Of all that set young hearts romancing,
She was our queen, our rose, our star;
And then she danced—oh, heaven! her dancing!
Dark was her hair: her hand was white;
Her voice was exquisitely tender;
Her eyes were full of liquid light;
I never saw a waist so slender;
Her every look, her every smile,
Shot right and left a score of arrows;
I thought 'twas Venus from her side,
And wonder'd where she'd left her sparrows.

She talk'd of politics or prayers;
Of Southey's prose, or Wordsworth's sonnets;
Of dangers, or of dancing bears;
Of battles, or the last new bonnets.
By candle-light, at twelve o'clock,
To me—it matter'd not a tittle;
If those bright lips had quoted Locke,
I might have thought they murmured little.
Through sunny May, through sultry June,
I loved her with a love eternal;
I spoke her praises to the moon,
I wrote them to the *Sunday Journal*.
My mother laugh'd; I soon found out
That ancient ladies have no feeling;
My father frown'd; but how should goot
Find any happiness in kneeling?
She was the daughter of a dean,
Rich, fat, and rather apoplectic;
She had one brother, just thirteen,
Whose color was extreme'ly hectic;
Her grand mother, for many a year,
Had fed the parish with her bounty;
Her second cousin was a peer,
And lord lieutenant of the county.
But titles, and the three per cents,
And mortgages, and great relations,
And India bonds, and tides and rents,
Oh, what are they to love's sensations?
Black eyes, fair forehead, clustering locks,
Such wealth, such honors. Cupid chooses:
He cares as little for the stocks,
As Baron Rothschild for the muses.
She sketch'd; the vale, the wood, the beach,
Grew livelier from her pencil's shading:
She botanized; I envied each
Young blossom in her boudoir fading:
She warbled Handel; it was grand—
She made the Catalina jealous;
She touch'd the organ, I could stand
For hours and hours to blow the bellow.
She kept an album, too, at home,
Well fill'd with all an album's glories:
Painting of butterflies and moths,
Patterns for trimming, Persian stories;
Soft songs to Julia's cockatoo,
Fierce «des to famine and to slaughter;
And autographs of Prince Leopold,
And recipes for elder water.
And she was flatter'd, worshipp'd, bored;
Her steps were watch'd, her dress was noted;
Her poodle dog was quite adored;
Her sayings were extremely quoted.
She laugh'd, and every heart was glad,
As if the taxes were abolish'd;
She frown'd, and every look was sad,
As if the opera were domish'd.
She smiled on many, just for fun—
I knew that there was nothing in it;
I was the first, the only one.
Her heart had thought of for a minute:
I knew it, for she told me so;
In phrase which was divinely moulded;
She wrote a charming hand; and, oh!
How sweetly all her notes were folded!
Our love was like most other loves—
A little glow, a little shiver;
A rosebud and a pair of gloves,
And "Fly not yet" upon the river;
Some jealousy of some one's heir,
Some hopes of dying broken-hearted;
A miniature, a lock of hair,
The usual vows, and then we parted.
We parted—months and years roll'd by;
We met again four summers after;
Our parting was all sob and sigh—
Our meeting was all mirth and laughter;
For, in my heart's most secret cell,
There had been many other lodgers;
And she was not the half-room's belle,
But only Mrs. Something Rogers.

MEDITATIONS ON THE SEA SHORE.

By a Bereaved Lover.

'Tis the sweet hour of Eve, when all
Is bright above, and calm below;
When, save the wretched, none recall
That earth is but the home of woe.
Some look upon the waving grove,
Some gaze upon the dark blue sea,
Some on the glistening eye of love,
I look for thee.
'Tis twilight, and the plaintive bird
Wild warbles through the darkening wood;
And there her sweetest notes are heard
By those who love calm solitude;
While others list the jovial cry
That, echoing o'er the tranquil sea,
Bespeaks the home-bound vessel nigh,
I list for thee.
Or if upon the passing crowd
I gaze, what bitter thoughts have birth:
Yet not from laughter long and loud—
I know the heartlessness of mirth;
But there is one whose open brow
Reveals a spirit calm and free;
Ah! why should mine be troubled now?
I think of thee.
I too can gaze on earth and sea,
Hear the bird's note, the maiden's voice:
But none can whisper peace to me,
None bid my wither'd heart rejoice.
O when shall calmer thoughts have birth?
It hath not been—it cannot be—
Till thou once more return to earth;
Or, I to thee.

PASSENGERS:

In the ship Hannibal, from London—Messrs John W Garfield, John Thornley, Wm and John Hardeasile, Francis Flanagan and family, and several in the steerage.

MARRIAGES.

MARRIED—At Cincinnati, Ohio, on 10th January, by the Rev. Joshua L. Wilson, James F. Conover, Esq. Attorney at Law, to Miss Julia A. E. Bellman—all of that city.
In Philadelphia, on the 2d inst. by the Rev. Dr. Montgomery, Anthony S. Perrin, of France, to Miss Eugenie Celeste, daughter of John L. Buje, Esq. of said city.

DEATHS.

DIED—On 1st inst. *Abigail*, daughter of John Barrow, Saturday, 4th inst. in the 44th year of his age, after an illness of several weeks, Robert Macomb, Esq.
This morning, of consumption, Mrs. Mahitable Turnbull, aged 50 years.
On Friday, 3d inst. of consumption, Mr. Ezra Hyatt Elmsdorf, in the 27th year of his age.
Suddenly on Saturday, the 4th instant, Alexander, son of H. Booraem, in the 10th year of his age.
On Monday morning, 6th inst. in the 86th year of her age, Zerviah Underhill, widow of Israel Underhill, deceased.
Tuesday morning, 7th instant, Mr. Willet Elliot Cole, in the 54th year of his age.
Wednesday morning, 8th inst. at 3 o'clock, James Stewart, son of William Woram, aged 4 years.
At her residence, in New Brunswick, N. J., Mrs. EUPHORIA PATERSON, widow of the late Hon. William Paterson, one of the Judges of the Supreme Court of the United States, in the 89th year of her age. The removal of this venerable and excellent woman will be sincerely lamented by a large circle of friends and acquaintances whom she had attached to herself by the suavity of her disposition, the affability of her manners, and the possession and exercise of many benevolent and social qualities. To the native endowments of her mind and heart she added the graces of the religion of the Gospel; she confined in its promises, and endeavored to practice its duties through life; and in the enjoyment of its hopes, and reliance on its mercies, she tranquilly expired.—[Frederonian.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 165 persons during the week ending on Saturday last, viz.:—37 men, 26 women, 87 boys, and 44 girls.—Of whom 43 were of the age of 1 year and under, 19 between 1 and 2, 25 between 3 and 5, 5 between 5 and 10, 6 between 10 and 20, 17 between 20 and 30, 17 between 30 and 40, 6 between 40 and 50, 8 between 50 and 60, 6 between 60 and 70, 1 between 70 and 80, and 4 between 80 and 90. *Diseases*—Apoplexy 3, asphyxia 1, burned or scalded 1, casualty 3, childbed 1, consumption 30, convulsions 10, diarrhea 2, dropsy 2, dropsy in the head 1, dysentery 2, epilepsy 1, fever scarlet 9, frozen 1, hemorrhage 1, hives or crop 7, inflammation of the bowels 4, inflammation of the brain 1, inflammation of the chest 2, influenza 3, insanity 1. Intemperance 2, marasmus 4, measles 16, old age 3, peritonitis 12, pleurisy 1, pneumonia 12, stillborn 7, tabes mesenterica 1, unknown 3, whooping cough 2, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

POSTSCRIPT.

[From the *Baltimore American*, Feb. 7.]

THE SLAVE INSURRECTION IN JAMAICA.—The schooner Harvey, Snow, came up yesterday evening from Motego Bay, Jamaica, whence she sailed on the 5th January. Captain Snow reports that the whole island was in a state of confusion and alarm, in consequence of the insurrectionary movements of the slaves. The troops had been called out, and had attacked them, and all who did not surrender at discretion were shot. Many slaves, it is added, had met that fate. Martial law had been declared, and the vessels in port were not permitted to sail. The H. however, being full, and having applied for a clearance several days before the declaration of martial law, was allowed to depart. Three British frigates had arrived there from Kingston, with 500 marines on board. The insurrection was not quelled when the H. sailed, and Captain Snow saw several large fires burning at a distance. A negro hut had been examined, and 300 stand of arms found therein. The insurgents appeared to be well armed.

The following proclamation was issued on the 2d January.

MONTGO M BAY, HEAD QUARTERS, {
St. James's Jan. 2, 1882.

To the Rebellious Slaves:

Negroes—You have taken up arms against your masters, and have burnt and plundered their houses and buildings. Some wicked persons have told you that the King has made you free, and that your masters withhold your freedom from you. In the name of the King, I come among you to tell you you are misled. I bring with me numerous forces to punish the guilty, and all who are found with these rebels will be put to death without mercy.—You cannot resist the King's troops. Surrender yourselves and beg that your crime may be pardoned. All who yield themselves up at any military post immediately, provided they are not principals and chiefs in the burnings that have been committed, will receive his Majesty's gracious pardon. All who hold out will meet with certain death.

WILLOUGHBY COTTON, Maj. Gen. Com.

The Norristown Herald says:—"The Schuylkill dam opposite this Borough, has been so much injured by the late freshets, that all the mills and factories are stopped, and several hundred hands thrown out of employ."